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AMID SAHARA'S SANDS AND ATLAS SNOWS.

WHERE THE DRUMS OF WAR EVER BEAT.

[By RALPH HEINZEN, United Press Staff Correspondent.]

[Editor's Note.—To get an absolutely impartial view of the famous French Foreign Legion, the United Press sent its Paris correspondent, Mr. Ralph Heinzen, into Africa to live with the Legionnaires in their advance posts, uncomfortable spots in the burning sands of the Sahara edges or perched atop rocky promontories of the Atlas, outposts of French civilization.]

In this series of articles, of which this is the first, he tells of the intimate day-to-day life of these professional soldiers, many of them nameless even to their commanders, but all swaggering fellows who would rather fight than eat. — and often do!

SIDI-BEL-ABDES (Algeria).—"Planes back from the highlands of the Atlas bring the news that trouble is brewing. Mountain pastures have been burned to a crisp by the sun and the flocks have gone down into the valleys again, leaving the mountain Moors, now relieved of their tedious tasks of shepherding, free to band for their winter diversion of guerilla fighting.

Here in dusty, baked Sidi-bel-Abdes, the sun-scorched "Legion of the Damned" drills its khaki-clad thousands in anticipation of a hard winter. Tiny detachments have already gone to ungodly holes in the mountains and the desert where, during the terrific heat of a summer's sun no white man could live. Only in the winter can these outposts of the Legion be manned.

A Curtain-Raiser.

The ambush of Colomb-Bechar, only a few weeks back, was a prelude, a curtain-raiser to many months of wicked fighting with an unseen foe. Seldom does news of these battles, poorly matched for the Legion, leak back into more civilized places, but from day to day the Legion lives its perilous existence to keep France's hold on Moorish Africa safe.

It takes a really serious ambush in which at least fifty men are sacrificed before the Legion breaks into print, unless some disgruntled volunteer, deserts and gets back to his home town to spread tales of terror and tribulation.

There is plenty of work for the Legion this winter. The summer was no sinecure. In blinding heat

and clouds of alkali dust stirred up by the feet of the men or their camels or horses, the Legion manoeuvred to stave off attack or break up formations wherever 'planes reported an unusual number of Moors or Arabs gathered.

Dust and Rocks.

The mountain Moors wage a constant holy war against the whites. The Legion is not a combat unit for offense. It is a paid army of defenders, happy to fight at the drop of a hat, but always waiting for the enemy to drop the hat first.

Nothing is here in this arid corner of Africa but dust and dry rock. Under the sun the rocks are sizzling hot and the sands blistering. The Legion suffers thirst and hunger and the men know the fevers and wandering mind that only a desert sun can produce, but, to the glory of the Legion, it holds on by its nails to the desert so dearly bought.

It is tradition that the Legion has horny feet. The Legionnaires need them, for when a column marches out under orders from El Bordj, Ait Yakoub, Boujad or Talmghent, it is always a forced march. Twenty miles a day over sand and rocks, without a road or landmark as a guide, no trees to shade sweltering humans in the brief rest periods, and a waiting enemy behind many rocks.

Sidi-bel-Abdes is the kindergarten and stamping grounds of the Legion, an army post as we once knew them on our own western frontiers. Here the Legion has its

home, its headquarters and there the recruits 'come in mystery to bury a past which may or may not have been sinful and to sign away all freedom for seven years.

The Return.

Back to tiny Sidi comes the Legion on permission. In her dirty cafes the sunbaked men find their pleasures. Women, tired of face and body, in tolerance of the army, take up their unenviable duty of helping the Legion wear out its pent up energies.

In the streets of Sidi move hordes of red-sashed Legionnaires, whose faces all the story of their suffering. There are square jawed Russians and Poles, blonde shaved-headed Germans, tiny Syrians and swarthy Spaniards and Italians; Frenchmen whose fine fingers and clean shaven faces hint at tragedies of love; Englishmen who are daring, and joined the Legion for a fight.

The Legion is a melting-pot of fighting men, and yet they are not quarrelsome. Every man in the Legion is a man for himself yet the Legion fights the battles of others and any Legionnaire would pay the supreme sacrifice for his fellows. There is no other such band of fearless, hard-hearted men, flint-eyed and square jawed ambassadors of steel to keep unruly Moors in check by diplomacy of the rifle.

The Legion is unique, the Legion has for 98 years stood as an asylum for the wayward, and yet the Legion is the highest, disciplined band of troops that has ever been assembled in the world.

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Diary of Coming Events.

To-day.
(December 10.)

Sanitary Board Meeting, 4.15 p.m.

H.K. Golf Club annual general meeting, Jardine Matheson's Board Room, 5.30 p.m.

Lecture: Dr. Shellhaer "Pre-history of H.K. and the New Territories," Helena May Institute, 5.30 p.m.

Queen's Theatre: "Behind that Curtain."

World Theatre: "Two Lovers."

Star Theatre: "Fire Brigade."

Tea Dances: Hong Kong and Peninsula Hotels, 5 p.m.

Dinner Dances: Hong Kong, Peninsula and Repulse Bay Hotels, 8.30 p.m.

Tides: High, 2.39 a.m. and 5.53 p.m.; Low, 10.47 a.m. and 10.50 p.m.

European Mails:—Outward: Europe via Marseilles (Perseus), 2.30 p.m.; Europe via San Francisco (Asama-Maru), 5 p.m.; via Siberia (Asama-Maru), 6 p.m.

Thursday.

(December 12.)

Lecture: "International questions arising out of the Pacific Conference" by Canon Streeter, H.K. University, 6.15 p.m.

Queen's Theatre: "Behind that Curtain."

World Theatre: "The Gate Crasher."

Star Theatre: "The Sin Sister."

Tea Dances: Hong Kong and Peninsula Hotels, 5 p.m.

Dinner Dances: Hong Kong, Peninsula and Repulse Bay Hotels, 8.30 p.m.

Wednesday.

(December 11.)

Hockey: Club v. Somerset, U.S.R.C. ground, 5 p.m.

Football: Junior Div.: University v. K.O.S.B., Somerset v. Navy.

Queen's Theatre: "Behind that Curtain."

World Theatre: "Two Lovers."

Star Theatre: "Fire Brigade."

Tea Dances: Hong Kong and Peninsula Hotels, 5 p.m.

Dinner Dances: Hong Kong and Peninsula Hotels, 8.30 p.m.

Tides: High, 4.05 a.m. and 6.02 p.m.; Low, 11.36 a.m.

Friday.

(December 13.)

Christian Fellowship Meeting Helena May Institute, 10.30 a.m.

Lecture: "God, pain and immortality" by Canon Streeter, Cathedral Hall, 5.15 p.m.

Tea Dances: Hong Kong and Peninsula Hotels, 5 p.m.

Dinner Dances: Peninsula Hotel and Hong Kong Hotel, 8.30 p.m.

Queen's Theatre: "White Shadows of the South Seas."

World Theatre: "The Gate Crasher."

Star Theatre: "The Sin Sister."

Saturday.

(December 14.)

Cricket: League, Division I: H.K.O.C. v. University, Navy v. C.R.C., C.C.C. v. Army, Div. II: I.R.C. v. K.C.C., I.A.S.C. v. C.C.C., Friends Division I: K.C.C. v. I.R.C., I.A.S.C. v. C.C.C., Division II: R.E. & S. v. R.A., Police v. C.S.C.C., University v. H.K.O.C.

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| 1 Pt. D.O.M. | 1 Qt. Old Brown Sherry, Black Seal. |
| 1 Qt. Martell's XXX Brandy. | 1 Qt. Puritan Old Tom or Dry Gin. |
| 2 Qts. King George IV Gold Label or Perfection Whisky. | 1 Qt. Burgundy, Burgoyne's. |
| | 1 Phial Pomeranzen Bitters. |

No. 2 HAMPER—\$38.

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| 1 Qt. Guilleminet Champagne. | 2 Qts. Tawny Dry Port. |
| 1 Pt. D.O.M. | 2 Qts. St. Julien Claret. |
| 1 Qt. Burgoyne's Burgundy. | 1 Qt. Puritan Old Tom or Dry Gin. |
| 1 Qt. Martell's XXX Brandy. | 1 Qt. V. de P. Sherry. |
| 2 Qts. King George IV Gold Label or Perfection Whisky. | 1 Phial Pomeranzen Bitters. |

No. 3 HAMPER—\$33.

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| 1 Qt. Burgoyne's Burgundy. | 1 Qt. Engrand's XXX Brandy. |
| 1 Pt. Peppermint G.F. | 1 Qt. Amontillado Sherry. |
| 1 Pt. D.O.M. | 1 Qt. Puritan Old Tom or Dry Gin. |
| 2 Qts. Superior Rich Old Port. | 2 Qts. Medoc Claret. |
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BARMIDS IN THE LIMELIGHT.

THE WELFARE OF SEAMEN.

The barmaid is a highly coloured figure well known to literature. Dramatists rely upon her for the provision of comic relief; novelists find her a valuable source of humour or of tragedy; social propagandists, of all kinds use her as a conveniently flamboyant symbol of sin. Seldom, indeed, is she regarded as an economic unit, as a human being with her living to earn. The lurid light which beats upon her occupation blinds critics and would-be reformers to the fact that she may be a worthy daughter conscientiously supporting her elderly parents, or a widow or deserted wife providing for a needy young family.

It appears to be the literary, rather than the economic, view of the barmaid's work which is uppermost in the minds of the sub-committee that has been studying the question of the health of seamen under the Joint Maritime Commission of the International Labour Organisation. The welfare of seamen has, very rightly, engaged the attention of the I.L.O. since 1920, and recently came up for discussion at the thirteenth session of the International Labour Conference which opened at Geneva. At this conference it was proposed to issue to Governments a questionnaire on seamen's welfare with a view to the eventual adoption of a draft recommendation. The majority of the recommendations were admirable enough, and met with no opposition from reasonable people. But the one numbered A5, which suggests "Prohibition against the employment of female attendants in places where strong drinks are served," demands rather more critical contemplation than the immediate enthusiastic acceptance of a measure usually receives.

What May Happen.

To a large number of busy social reformers this recommendation will doubtless appear, on the surface, eminently praiseworthy. The barmaid, they declare, is at best a flaunting, vulgar mix, and at worst an immoral woman ready to offer a temptation into which the slightly intoxicated are only too likely to fall. Let her go by all means, and good riddance to some of the bad rubbish of the female sex.

But what are likely to be some of the actual results if the prohibition of this particular type of paid employment to women receives (as at present it seems likely to receive) the whole-hearted approval of the International Labour Conference?

In the first place barmaids, like the rest of us, must eat in order to live. It is not probable that many of them are highly qualified women, nor are they necessarily adapted by nature to domestic service—that occupational scrapheap upon which many administrative bodies are so ready to fling the rag-tag and bobtail of other callings.

HORROR OF THE PADDED CELL.

AUTHOR'S AGONY IN SANE MOMENTS.

DEAD MAN'S BOOK.

The horror of the padded cell in a lunatic asylum is described by one of its victims in "When," an autobiography, written by a man who is now dead (Chapman and Hall, 15s.).

The author was the late John L. Pole, described as "the shocking 'Vincent' Snaregate," who wrote "The Goats of Hell" and was also the author in his real name of "Sonnet for Housemaids" (as he says) like "The Strait Way" and "Susan's Repentance."

John L. Pole, or "Vincent Snaregate," took to drink towards the end of his life, which ended in middle age in an inebriated home. His aunt, in a prefatory note, says, "My nephew, John L. Pole, died in 1828, as even the general public knows, of the effects of an overdose of methylated spirits."

He was in an asylum earlier, and here he developed delirium tremens. He says:—

I had it for a week, and for that time I was in a padded cell, usually in what novelists call a strait waistcoat.

By some queer brain-trick I remember—vividly, too vividly, too terribly—much of what I did and thought: except the passage of the hours—no hours could be counted within those four walls. They held the uttermost torment of timeless solitude. If for a quarter of an hour I woke sane... to-morrow and to-morrow...

The Strait Waistcoat.

He describes the cell, about ten feet square, padded with feather, while the floor appeared to be hung

By turning the barmaid out of the only job in which she is able to make a living without providing her with any alternative occupation the I.L.O. may induce her to swell the ranks of the professional prostitute.

Secondly, the semi-drunken seaman in search of female companionship is not likely to be deterred by the non-existence of the barmaid. If he cannot find such companionship (rowdy enough, no doubt, but often quite innocuous) at the bar, he will seek it far more perilously on the streets, and will thus extend to an ever-widening district the noisy disorder characteristic of the public-house itself.

Harking Back to Eden.

Finally, the prohibition itself suggests, to a society which is already only too willing to accept the suggestion, that in every case of immoral association the female partner alone is to blame. "The woman tempted me and I did eat" is an old accusation which has too long been responsible for withholding some of the normal rights of citizenship from an unhappy class of women. For the I.L.O. to perpetuate this notion would be a fortunate indeed. As long as the archaic idea persists that man can be kept moral only by the bodily removal of wicked woman, so long will be delayed in his education the implication of a higher standard of decency and self-control.

It is, indeed, by no means proved that the barmaid always acts as an evil influence. We did not find it incongruous last spring when, at the Garrick Theatre, Miss Violet Loraine played the part of a vulgar young hotel-keeper, whose innate respectability was shocked beyond expression by the easy virtue of le beau monde. We did not give vent to cries of scandalised astonishment when, only the other day, the press published a photograph of Miss Cashmore, the barmaid at the Marlborough Hotel, Banbury, who recently took the service and preached the sermon in the absence of the local Unitarian minister. The attempt to prohibit employment to a large class of women is absolutely unjustified if it is based on nothing more statistically exact than the vague idea that all barmaids are immoral.

No one suggests that it is more desirable for a woman to be a barmaid than to be a trained nurse or a skilled cook or a teacher or a journalist or anything else for which costly qualifications are required. But it is better to be a barmaid than to be cold and hungry and homeless—a fact forgotten by the correspondent who replied to the recent press protest of the Open Door Council against the projected dismissal of the barmaids by suggesting that the Council would be better employed in providing "an open door to a high standard of life." That, indeed, is what they are seeking to do, for the first step to a higher standard of life is the secure possession of a living wage.

on springs. It contained nothing but a small, hard mattress. He continues:—

I was clothed in a kind of super-pyjama one-piece costume, of a strong woolly sort of canvas-flannellette.

The legs (far exceeding my feet) had no holes at the ends. The arms were a foot or more too long for an orang-outang, and were knotted behind my hands, and when (not unnaturally, whether I was sane or not) I fought against this restraint there was still enough surplus for the two ends to be tied together, and so hold all my limbs incapable.

That is what is known as a strait waistcoat.

Dirt, darkness, sheer impotence, and something far worse than mere insanity when for a moment or two I became physically sane. That is what the padded cell is.

He explains that he has no complaining against the asylum officials who put him there, and adds:—

They were decent chaps. . . . But may God (if He is) have mercy, mercy infinitely strained, upon the souls of those of our healing brothers who can, even now, see no further into the human body and brain than to cage them in four bare walls when the mind walks alone with the Devil—or is it with God, or with the undying Pan, who is Nothing?

I was very nearly certified for good as a lunatic: the attendants who knew far more about mental cases than the doctor, told me so; and it was only those rough, sane men who prevented my perhaps permanent imprisonment.

Mr. Registrar Friend at Clerkenwell: There are some shops in London that never have anything but sales from the moment they open their doors. Their owners have a shop on lease, and say, "Expiration of lease," but they know when the lease expires.

THE GOD OF EARTH.

IDOLS TO BE "EXECUTED."

[United Press.]

That all idols representing the God of Earth should be taken to the Garrison Headquarters and summarily executed like human criminals is the latest proposal submitted to the Chinese authorities in Hankow by the Committee for the Suppression of Superstition.

The God of Earth is probably the most popular god worshipped by the natives in the three Wuhan cities. For centuries hundreds of "Tu Ti" temples have stood in busy street-corners and market-places, drawing thousands of worshippers everyday. With war being waged by the Nationalist regime on superstition, these temples have been ordered to be demolished, and the decree has come forth strictly forbidding the burning of incense and joss papers in open streets.

The removal of the temples has been recently completed in Hankow, Yangyang, and Wuhan, but the worship still continues despite the official ban. The idols had been removed from the temples before the latter were destroyed, and are now put in new shrines erected at secret places. The official proclamation is being defied, and it is the opinion of the anti-superstition workers that unless all the idols are "arrested" and "shot" the worship of the God of Earth will continue for probably another century.

ROMANCE OF AIR SPEED ACE.

FLY-LO. D'ARCY GREIG ENGAGED.

Miss Lorna Dean, whose engagement to Flight-Lieutenant D'Arcy Greig was announced last month, told a London correspondent, the story of her romance with the intrepid airman.

Flight-Lieutenant D'Arcy Greig was a member of the Schneider Trophy team and achieved an average speed of 283.11 miles an hour in the race. He had, in earlier tests, attained a speed of 310.57 miles an hour—a British record. He is twenty-nine years of age and a member of the Caterpillar Club, membership of which is confined to airmen who have saved their lives by parachute dropping.

(Continued on next Column.)

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Bangkok	4th January	... 21
Singapore	9th "	... 36
Rangoon	13th "	... 48
Calcutta	17th "	... 60
Bombay	25th "	... 84
Aden	1st February	... 105
Port Sudan	4th "	... 114
Port Said	7th "	... 123
Naples	14th "	... 144
Monaco	16th "	... 150

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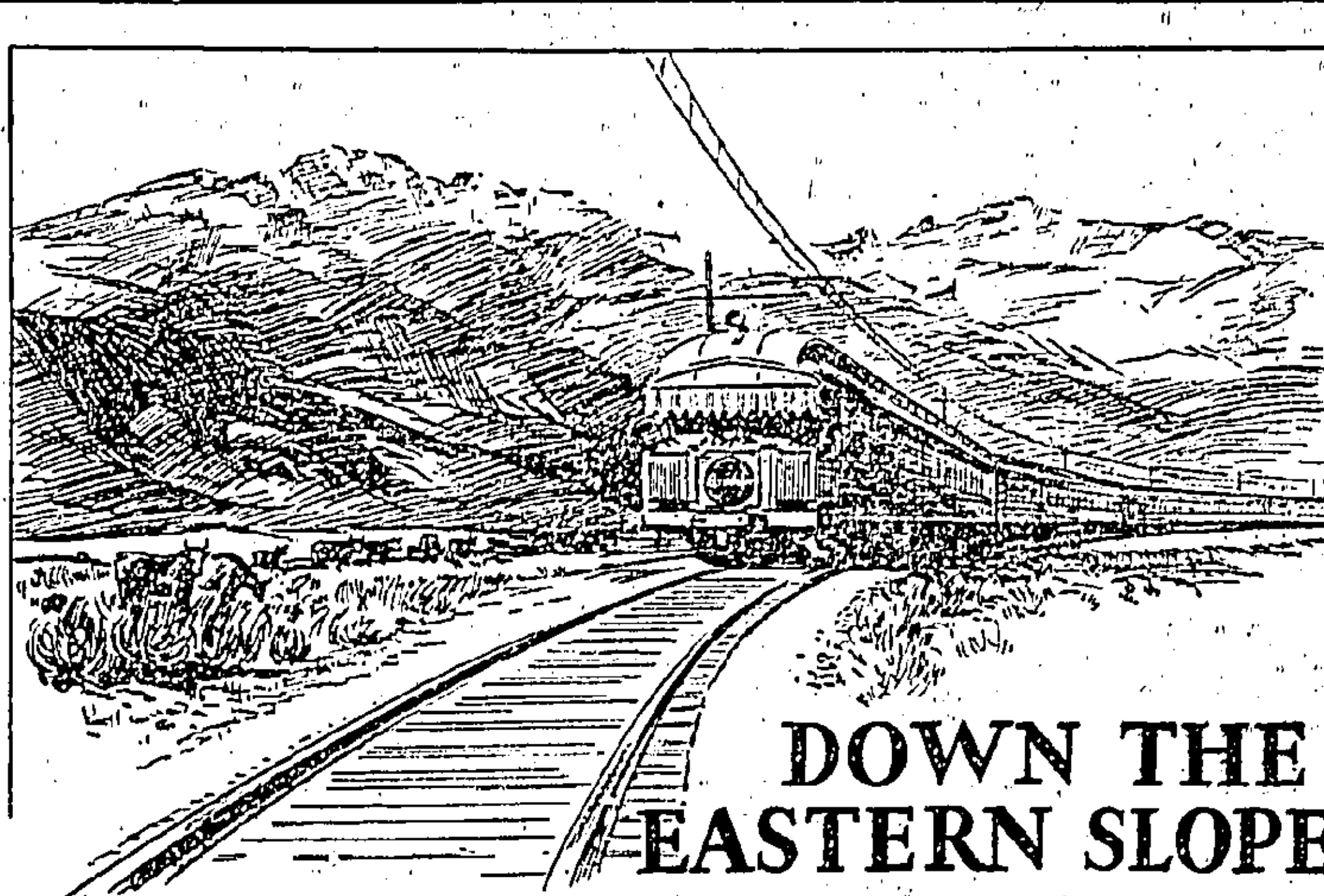
"I have known D'Arcy a long time now," said Miss Dean. "We have been the best of friends ever since I was thirteen, when I first came to Bexhill. Daddy had known D'Arcy before then, and he introduced me to him one day in the street. It was quite a casual introduction, and after that I saw D'Arcy quite often, and grew very fond of him as the years passed. Now we're engaged."

Wedding "Shortly."

"We would have announced our engagement before the Schneider race, in fact, lots of people thought we were engaged then, but there would have been such an awful lot of publicity, and D'Arcy hates it. So do I. We haven't fixed the date of the wedding. I think the word 'shortly' describes it better than anything else. Anyway, it will be some time in the new year, because then D'Arcy has to go to Palestine, and I want to accompany him as his bride."

Miss Dean's father, the Rev. C. G. G. Dean, died suddenly while starting up his motor-cycle outside his house early this year. "So," said Miss Dean, "we shall have a quiet wedding, because since daddy died we don't feel like making a big business of it."

Miss Dean watched the Schneider race, which she described as terribly thrilling. "I was too thrilled over the race to worry about D'Arcy not winning. So long as Britain won I don't care a bit," she said.



DOWN THE EASTERN SLOPE

of the Rocky Mountains from Pipestone Pass, occasional glimpses of these mountains charm the traveler. Here, if you are a passenger on

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you get a close-up of this majestic range, stretching away to the south for one hundred miles. Along its base flows the Jefferson River which, forty miles eastward, joins the Madison and Gallatin to form the Missouri. More than a century ago Lewis and Clark passed through this valley on their famous journey. Fertile and beautiful, it holds a charm not soon forgotten, nor is the luxurious comfort of the new Olympian, electrically operated and on roller bearings, from whose roomy observation car you may enjoy this mountain panorama with every convenience at your command.

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HUMOUR: ANCIENT AND MODERN.

John (speaking on telephone): "Is that you, sweetheart?"
Phyllis: "Yes, who's talking?"

"I caught Bridget lighting the fire with paraffin this morning." "What did you say to her?" "I reminded her of her promise to give us a week's notice before leaving."

A young man just out of college sought the advice of a hard-headed and successful business man. "Tell me, please, how I should go about getting a start in the great game of business?" "Sell your wrist watch and buy an alarm clock," was the laconic reply.

He took her hand in his and gazed proudly at the engagement ring he had placed on her fair finger only three days before. "Did your friends admire it?" he inquired tenderly. "They did more than that," she replied. "Two of them recognized it."

She was about to depart on a holiday to the Continent. Sol had come to the station to wish him good-bye.

As the train was about to move off Sol said, "Well, cheerio, old chap, and remember the old proverb, 'Yen in Rome, do the Romans.'"

The chairman rose to introduce Mr. Wise, the lecturer. He found it necessary to mention that during the preceding year the membership of the society had fallen off considerably. This, he continued, had resulted in a depleted treasury, making it necessary to depart from their usual high standard and secure a very much inferior type of speaker for the current year, "the first of whom," beamed the chairman, innocently, "I now have great pleasure in introducing."

Wife: "You shouldn't ever take anything that doesn't agree with you."
Husband: "If I had always followed that rule, Maria, where would you be?"

Granddad: "I don't approve of all this lipstick business, Betty. Art cannot improve upon Nature."
Betty: "I don't agree with you. Where on earth would you be without your false teeth?"

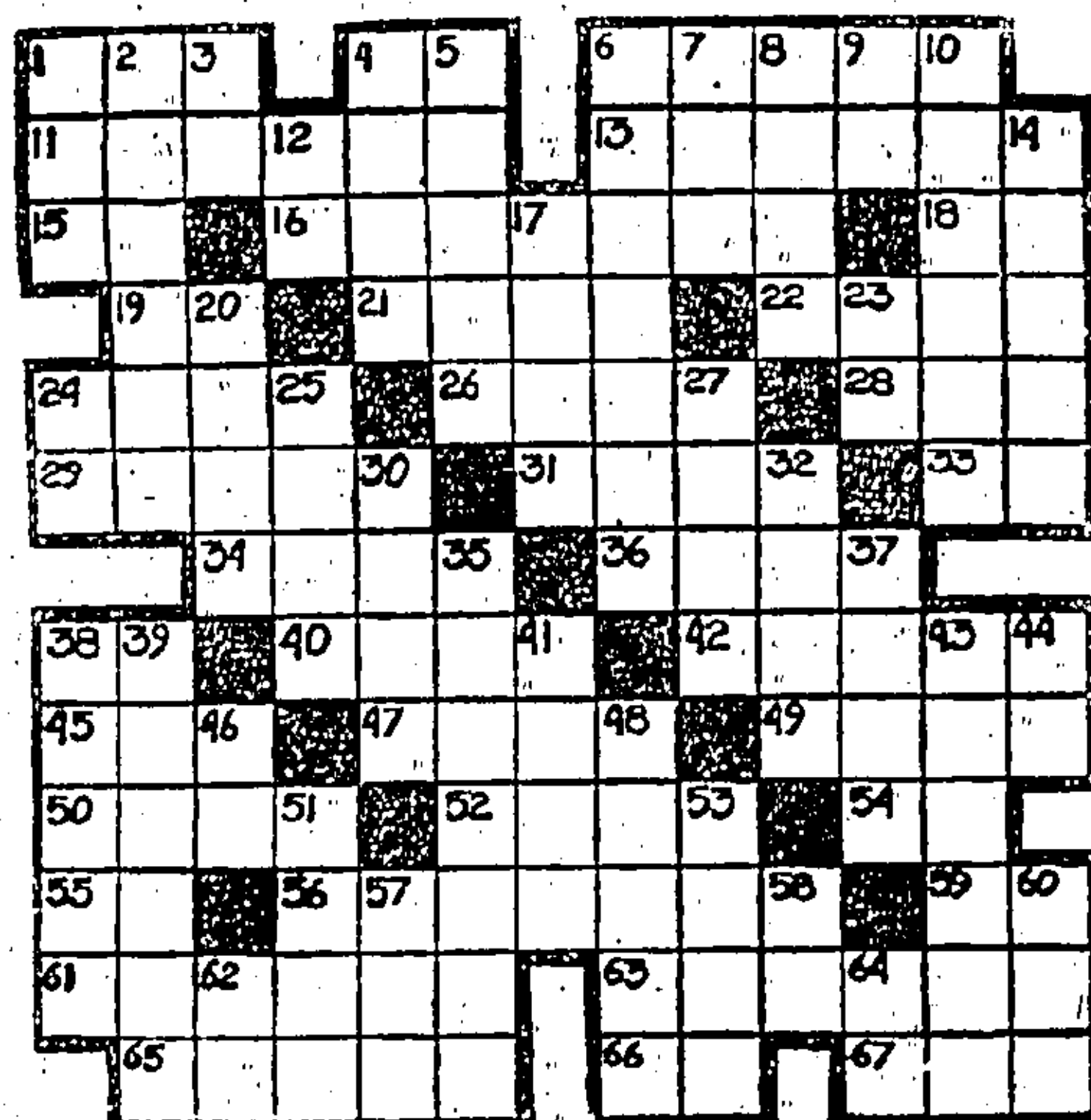
Motorist: "Would you be good enough to look after my car while I do a bit of business?"
Townsmen: "Sir! I am the mayor of this town!"
Motorist: "That doesn't matter. You seem to me an honest man."

What the quarrel was about neither of them knew, but they had been hard at it all the evening. She was first to sue for peace. Seating herself coyly on the arm of her husband's chair, she said, coaxingly: "Come, John, dear, kiss my cheek and make it up."
But John was not in a gracious frame of mind. All he replied was, "I'll kiss it, but I don't think it wants any more making-up."

A certain producer of foreign nationality in Hollywood decided to go hunting, and called his valet up on the phone.
"Please get my gun out of the den, and send it to me at the studio at once," he commanded.
"What did you say you wanted, sir?" asked the valet.

"My gun!" shouted the producer into the instrument. "Gun!"
"Awfully sorry, sir," replied the valet, "but still I don't know what you mean."
"Gun!" roared the producer, louder than before. "Listen now! G like in Jerusalem, U like in Urope, and N like in Numonia. Now haf you got me?"

CROSSWORD PUZZLE.



Horizontal.

- 1.—Overly.
- 4.—Part of "to be."
- 6.—A colour.
- 11.—A continent.
- 12.—Rubs out.
- 13.—While.
- 16.—Musical instruments.
- 18.—A compass point.
- 19.—Toward.
- 21.—To go by water.
- 22.—Leg coverings.
- 24.—Wagers.
- 25.—To run out accidentally.
- 28.—A colour.
- 29.—Reverend.
- 31.—Sketched.
- 32.—Plural ending.
- 34.—Stroke.
- 36.—To percolate.
- 38.—150.
- 40.—Narrow minded person.
- 42.—In music, slow.
- 43.—To tear.
- 47.—Froth.
- 49.—Avenue.
- 50.—Group taken as one.
- 52.—Western American Indians.
- 54.—Italian river.
- 55.—Pronoun.
- 56.—Declares.
- 58.—Musical note.
- 61.—Casks.
- 63.—Achieved.
- 65.—Girl's nickname.
- 66.—Comparative suffix.
- 67.—Ordinance (abbr.).

- 14.—Sows.
- 17.—Expired.
- 20.—Pertaining to the car.
- 23.—Correlative of either.
- 24.—To exist.
- 25.—To cease.
- 27.—Part of ship.
- 30.—Breakers.
- 32.—To carry as clothing.
- 33.—Religiously.
- 37.—To support.
- 38.—Small particle.
- 39.—In a direct line.
- 41.—Opening.
- 43.—Prison keeper (English spelling).
- 44.—Hypothetical force.
- 46.—Jumbled type.
- 48.—To combine.
- 51.—Small pie.
- 53.—Heavily body.
- 57.—To please.
- 58.—Symbol for silicon.
- 59.—To join.
- 62.—Musical note.
- 64.—Negative.

This puzzle took 20 minutes to solve. See how long it will take you to solve it.

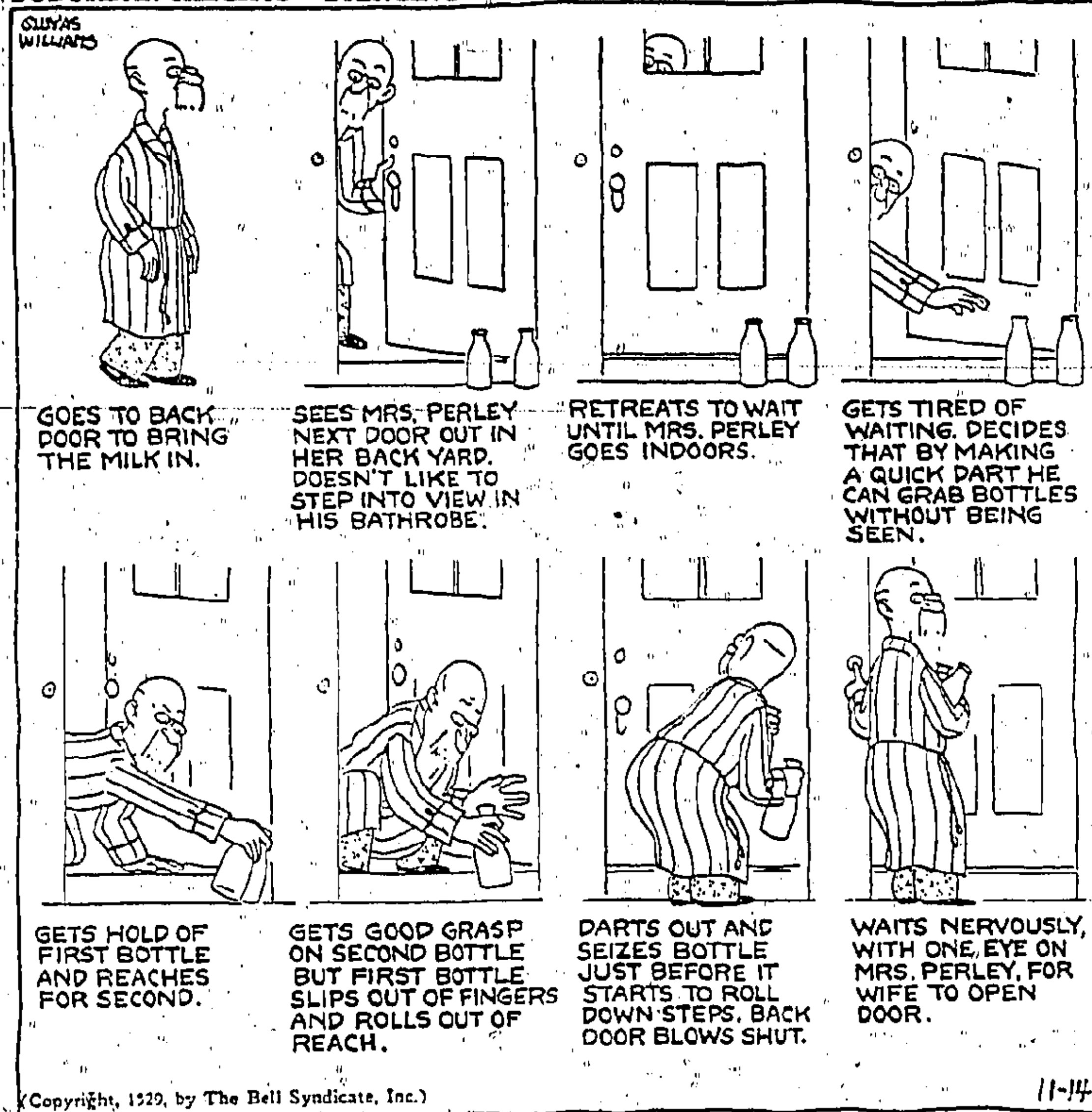
YESTERDAY'S SOLUTION

Vertical.

- 1.—A beverage.
- 2.—Ejected.
- 3.—Conjunction.
- 4.—Egyptian sacred bull.
- 5.—Token of honour.
- 6.—Basements.
- 7.—Metal bearing rock.
- 8.—Impetuous.
- 10.—One who signs lease.
- 12.—Belonging to.

SUBURBAN HEIGHTS—BRINGING IN THE MILK

By GLUYAS WILLIAMS



SPORT AND ATHLETICS.

A CAMBRIDGE ROWING LOSS.

The resignation of Sir Henry Howard as hon. treasurer of the Cambridge University Boat Club will be a great loss to the club which he has served so well for a number of years. Strangely enough he is one of the few men who have changed their sport. As an undergraduate at Trinity Hall, he was well known as an athletic Blue, winning the mile against Oxford in 1897 and 1898. He also rowed in the summer time, and, in his last year, there was a vacancy in the first boat and he was given the place mainly because he was known to have plenty of stamina. He has spent the greater part of his life since then in India, but when he returned to Cambridge to take over the office of Senior bursar of St. John's College, it was the river which claimed him. He immediately met with remarkable success as a coach, and it is well known how he took Lady Margaret to the headship of the river, not to mention a number of successes at Henley. He is succeeded by Mr. T. R. B. Saunders, a Corpus Christi don. Although it is six years since he gained his blue he was a member of the Leander crew which won the Grand this year. He has kept fit mainly by sculling. Like Sir Henry he has migrated from one college to another, as he was at Trinity as an undergraduate.

SUNDERLAND HALF-BACK'S SUDDEN DEATH.

The death has occurred after a brief illness, of John Bartley, the Sunderland F.C.'s left half-back. Bartley joined Sunderland from a junior club in 1928.

MANCHESTER UNIVERSITY BEAT M.A.C.

The Manchester Athletic Club Harriers had Manchester University Harriers as visitors for their first inter-club run of the season. Trail was laid from their new headquarters at Gabley Green, by Burgess (Salford Harriers) and J. Barker (M.A.C.) over about 8 1/2 miles of varied country. S. S. Andrew and I. S. Drew, of the University, soon went to the front, closely followed by J. Halsey (M.A.C.) and at half-way, I. S. Drew, held a slight lead. In the last half-mile, however, J. Halsey made a great effort, but Drew won by five yards in 32min. 31sec. The University, packing well, won with 31 points against the M.A.C.'s 47.

CHESHIRE TALLY-HO'S RUN.

Cheshire Tally-Ho held the opening run of the season from Wilmslow by invitation from Mr. J. R. Scott, who laid trail with W. J. Mitchell over a seven-mile course of varied country, including the passage of the Bollin, to Alderley Edge and back. E. A. Montague led the first pack at a good pace and landed home an easy first from H. M. Crighton. After the run the club was entertained at dinner by Mr. Scott at his house.

INTERNATIONAL FOR OLDHAM.

Oldham Athletic secured the transfer of Cumming, the Huddersfield Town inside left. Cumming made 17 appearances for the Huddersfield first team last season and scored six goals.

CAMBRIDGE ROWING.

Third Trinity, winners for the eighth successive time of the Cambridge coxswainless fours, owe much to R. A. Davies Cooke, the Blue, for the superb way in which he steered the crew over the most difficult course with four sharp bends. In the University light fours rowing there is no coxswain, and the steerer has the rudder lines fixed to his foot. It was interesting to note that R. F. Ohlsson, who, but for a damaged knee, would certainly have been in the University Rugby team, was rowing No. 2 in the finalists' boat.

HARROVIAN'S HELP.

Harrow Town Cricket Club, helped by Old Harrovians and their president, Dr. Cyril Norwood, are to purchase their private ground of eight acres at Rayners-lane-West Harrow. Enterprising builders and a garden village society have plans for development round this little sports oasis, and the timely help of friends has enabled the club to complete plans for its purchase.

MANCHESTER CITY CASUALTIES.

McMullan had not sufficiently recovered from his influenza cold to play against Portsmouth and Heinemann therefore continued in his place. There was also a doubt about Tison, who was injured and Tilt had been sent to Portsmouth to fill the vacancy if it occurred.

THE WOMAN'S CORNER.

TO-DAY IN THE NURSERY.

NIGHT FEARS.

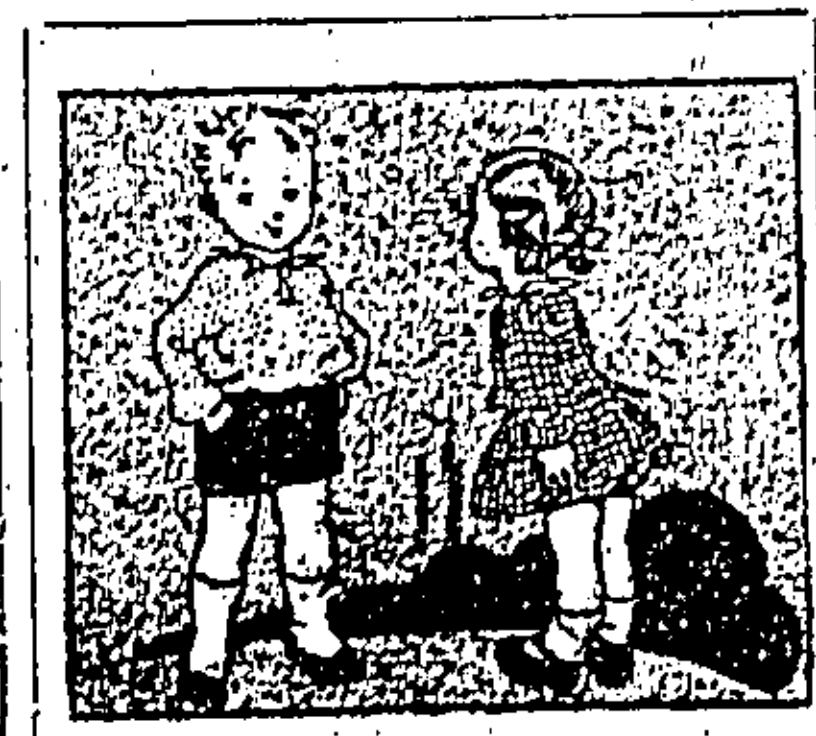
It is extraordinary how often children who live in the most luxurious surroundings suffer from unnecessary pain and mental discomfort. For instance, many children are terrified of the dark, and frightened of going to sleep in a room by themselves. The reason of this is usually that they are tortured by nightmares or night terrors. Instead that being taken to see a doctor, it is the custom to tell them that they must not be little cowards, and that they are quite old enough to sleep by themselves without all this nonsense.

Simple Treatment.

The children of parents who cannot afford so much luxury are treated very differently. If they disturb their parents by having nightmares or night terrors, they are taken off to the hospital where a children's specialist examines them carefully. The cause of the nightmare may be indigestion, enlarged tonsils and adenoids, a stuffy night nursery, heavy bedclothes tucked in too tightly, pain, or else excitement during the day.

Night terrors are a symptom of nervous instability, and the treatment follows the usual lines of dealing with nervous disorders. The child is made to lead a quiet and healthy life, with plenty of exercise

and fresh air, very light suppers are given some time before going to bed.



Some time ago I heard of a girl of nine who had been ill for weeks with the "flu," as well as a mixture of strange and painful symptoms. Her mother adored the child; but she believed in some homoeopath who lived in the wilds of Scotland, and she refused to call in any ordinary doctor to see the child, until one fine day she woke with erysipelas.

Poor Little Rich Children.

It seems a shame that there are no hospitals for the poor little rich children. When they get ill a doc-

tor, usually a general practitioner, is sent for. He may treat the case himself, or he may send it to a specialist.

If the child is seriously ill a trained nurse is imported into the house, or the child is sent to a nursing home, which is only intended for adult patients. Only the children of the parents who cannot afford a private doctor are eligible for treatment in the ordinary English children's hospital. There they can attend medical or surgical clinics, they can also see the best Harley-street specialists, who give their services free to the hospitals.

Children admitted to the wards receive the most up-to-date treatment from doctors, ward sisters, and nurses who specialise in the care of sick children. As far as I know, there is not one single nursing home run exclusively for children in the whole of London.

At some time or other every housewife has a lot of stale bread on hand, and is, of course, reluctant to throw it away.

If it is not being used up for puddings or anything like that, it can be made as good as new by steaming.

Bring a pan of water to boiling point and place the stale bread in a steamer over the boiling water. Let it remain there for five minutes, then re-

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MENACE OR MARTYR?

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THE TIME FOR BLANKETS

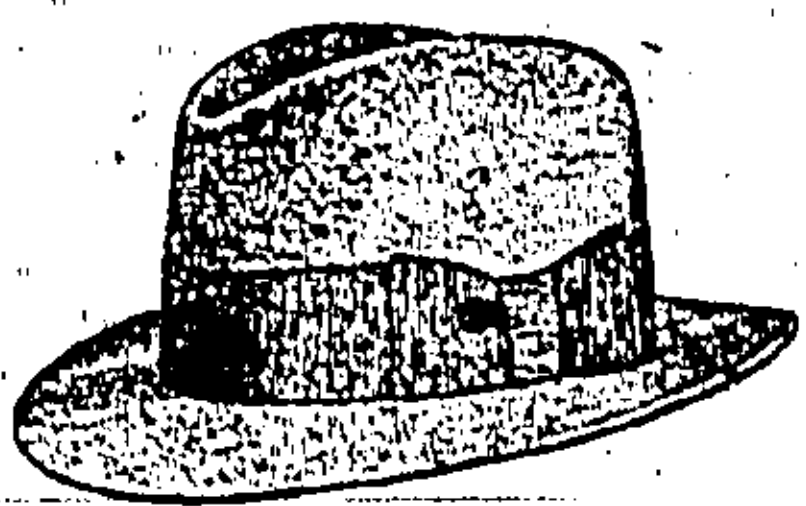
IS HERE, BUT WHAT SHALL BE DONE FOR THOSE WHO CANNOT AFFORD THEM?

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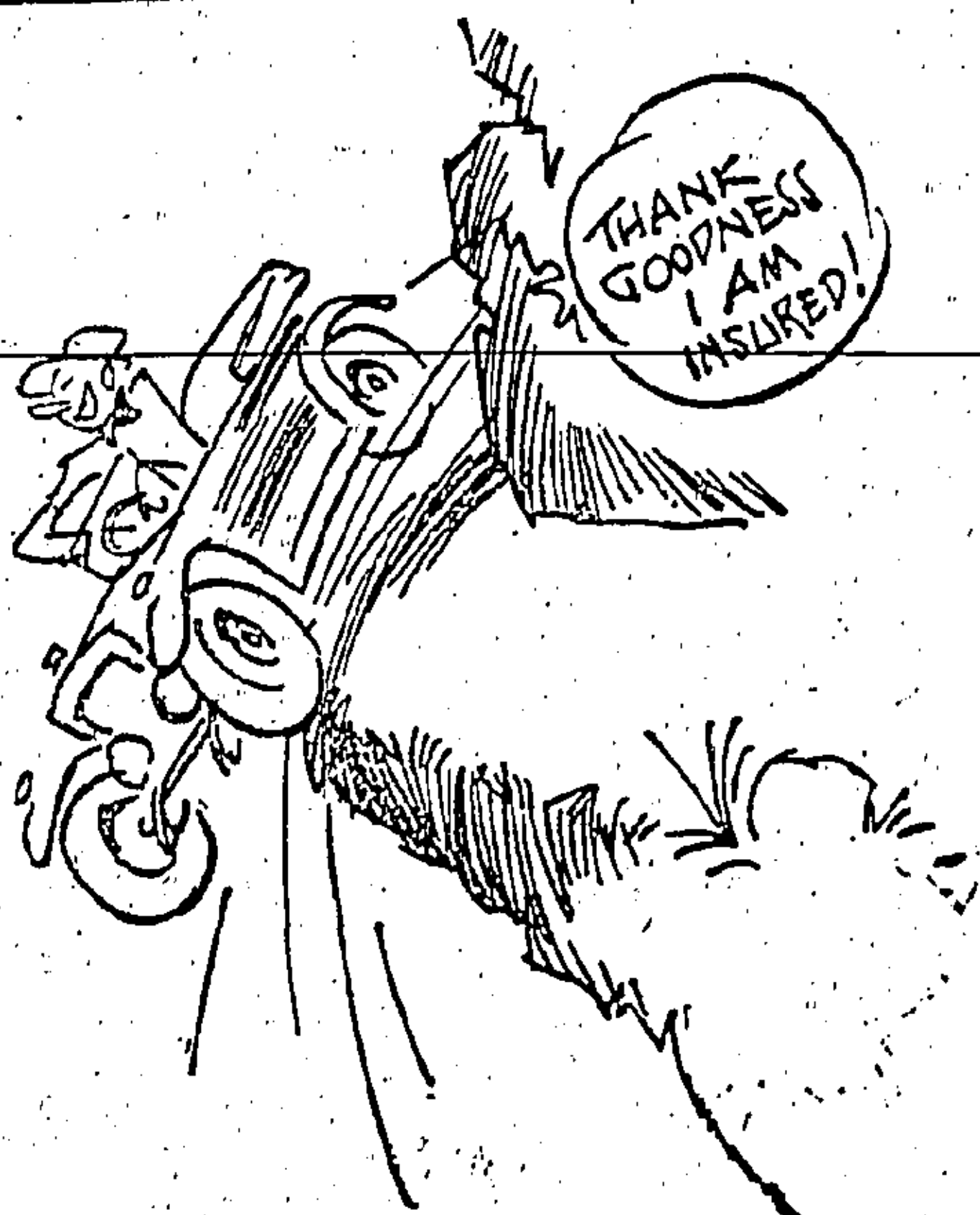
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1A, CHATER ROAD.

THE HAICHING PIRACY MYSTERY.

POLICE DRAW VEIL OF SECRECY.

NO STATEMENTS AND NO VISITS TO THE SHIP ALLOWED.

NUMBER OF CASUALTIES STILL UNKNOWN.

It is still impossible to give a full and properly authenticated account of the Haiching piracy. The greatest possible secrecy is being maintained and it is extraordinarily difficult to sort out the very conflicting stories received from apparently reliable sources.

The number of the dead is unknown and it is feared that it may be as high as the original estimate of 80. It is said that there are twelve bodies at the Public Mortuary, but again no official confirmation could be obtained. The Central Police Station was also quite unable to give any information as to the intense activity in progress all day.

There are twenty-three Haiching cases at the Government Civil Hospital and all were said to be "doing well" on inquiry last night.

Officers of the ill-fated ship were specially requested yesterday afternoon to give no further information to the Press, and no one was allowed on board, a personal promise made by A.S.P. Murphy to our representative having to be cancelled, though half an hour after the visiting motor boat returned, the embargo was lifted!

Vice-Admiral Waite, K.C.B., and Major-General Sandilands, C.B., C.M.G., accompanied by their flag-lieutenant and A.D.C. respectively, went on board and, it is understood, added their personal compliments to the many tributes paid to the gallant defenders of the ship.

In many instances the Indian guards have been overwhelmed by stealthy and unexpected attack, but in the Haiching piracy they appear to have fought with great gallantry, though one was killed in his sleep and at least one other badly wounded.

The remarkable story of the American women passengers, given below, throws light on much that was obscure. It shows that the sea was fairly smooth at the time, and that several boat-loads got clear of the ship and were subsequently picked up by destroyers. Their story also suggests the complete ruthlessness of the gang.

We are sure that the authorities must have good reason for this secrecy, but it is inevitable that rumours should be plentiful and picturesque. In all probability it is a piracy on a rather bigger scale than any other and therefore, possibly, the initial move in a new campaign against foreign shipping. That there is any new and romantic mystery is unlikely. If the police think that they are likely to gain information to themselves and to prevent information being spread to undesirable persons, Press and public must accept this decision, for grave issues are involved.

"HUSH, HUSH," ON THE PIRACY.

STRICT SECRECY.

CONFLICTING OFFICIAL INSTRUCTIONS.

The greatest secrecy is still being maintained in official quarters with regard to the Haiching piracy. Usually the police afford every possible facility to Pressmen, both in regard to the interviewing of persons concerned and as soon as the authorities have made a preliminary examination. "No Pressmen allowed on board," was the curt reply on Sunday night. But at that time dead and wounded men were aboard, and the police had not yet been over the ship.

Yesterday afternoon the writer made a third visit to the ill-fated ship. "A.S.P. Murphy won't let you on board yet," said the sergeant on guard at the gangway. In the small saloon Mr. Murphy was still conducting an examination.

I was allowed inside for a couple of minutes.

"I haven't finished taking statements yet," he said, "and then I want to look round the ship, to see if there is any more charred remains, or anything pleasant like that. If you come along in a couple of hours—say at 5 p.m.—you can go round, and perhaps later some of the officers will be on board and you can have a talk with them."

At five o'clock, however, it was found that the former refusals were repeated.

"Mr. Murphy has left a bit. No Pressmen and no members of the public are to be allowed on board for 24 hours. I believe Mr. Murphy received further instructions after you left," said the sergeant then on duty.

As this curious attitude of official mystery is quite unprecedented, we can only assume there must be some grave reason for it, known only to those in authority. Rumours of all kinds are current, and presumably the authorities consider the repetition of these reports preferable to a plain statement of the truth. That a visit to the ship would have revealed anything extraordinary we do not for a moment believe. If there had been anything which the police particularly wanted to keep from the public, the Press would have been quite willing to co-operate. The authorities know all this, but pending further information we can only repeat that in the public interest it has been considered necessary in official circles to say as little as possible about the affair.

The Damaged Ship.

The damage to the ship was of course much more evident in daylight than when the ship arrived at dusk on Sunday. The bridge is a more twisted mass of bars, completely gone in the middle; the funnel and big patches on the hull are severely scorched and stripped of paint. The first-class accommodation, aft, seemed to have escaped damage, but the deck was heaped with a litter of baggage, suit-cases, wicker-baskets, and the usual bundles carried by travelling Chinese of the poorer classes.

No Mystery—And Yet Another!

The supposition that there was no particular reason for preventing anyone going on board the vessel was confirmed by a message from the naval authorities to the effect that the ship could be boarded. This intimation reached us shortly after our representative had left the vessel on being told that nobody would be allowed on board for twenty-four hours. When another mystery is added—or perhaps it is just official muddling.

AMERICAN LADIES ON THE HAICHING.

EPIC OF COURAGE AND SELF-FORGETFULNESS.

EARLIER EXPERIENCES WITH BANDITS RECALLED.

HIGH PRAISE FOR NAVAL MEN.

Three American ladies, Mrs. J. W. Campbell and her two daughters, went through the terrible experiences of the pirating of the s.s. Haiching early on Sunday morning.

They are all three missionaries whose work has been in the interior of China, and they showed an example of high courage and self-forgetfulness during those hours, described by one of the officers of the ill-fated vessel as "a living hell," which reflects honour on these intrepid women and on the Faith which they profess and teach.

UNPERTURBED BY THE ORDEAL.

They very kindly gave an interview yesterday morning to *Daily Press* representatives who called upon them in the St. Francis Hotel, where they are staying for a short time. Neither Mrs. Campbell, who is in her seventieth year, nor her elder daughter seemed in the least upset by their terrible experience, but Miss Dorothy Campbell bore signs of what she had been through. Mrs. Campbell told her story with a wealth of graphic detail, willingly answering any questions which were put to her. "Of course, come right in and sit down," she said with a warmth of real greeting when she was asked if she would give the *Daily Press* representatives some account of her experience.

"THIS IS PIRATES—NOT BANDITS."

Mrs. Campbell and her daughters, were, she told us, accommodated in one cabin in the after part of the ship, connected with the dining saloon by a short passage. They were all asleep when Miss Campbell was awakened at 1 a.m. by the sound of a shot. She woke her mother and sister, but, said Mrs. Campbell, "We tried to make her go to sleep again, we thought it must have been a door banging." Then more shots rang out, "This is pirates, not bandits this time!" said Miss Campbell recalling the occasion last August at Kaying when her mother, her sister and herself were kidnapped at the same time as three German missionaries, who are still in the hands of bandits, \$2,000,000 ransom having been demanded. The three ladies were, on that occasion, released after they had been marched some distance by the bandits.

Continuing her story of the Haiching, Mrs. Campbell said:—"I hardly thought it could be a piracy, but we heard shouts and screams, tramping of footsteps and more firing, and I knew Louise was right."

PREPARATIONS FOR ANY EVENTUALITY.

"We got up and dressed, pulling down the blind over the porthole and locking the door before we put on the light for we did not want to attract the pirates' attention to our cabin. We did not know what might happen, but we thought we might be taken off in open boats if no rescue came; perhaps we might march into the mountains. So we put on warm clothes and packed small bags with necessities. While we were dressing the lights went out, luckily we have a flash lamp. We decided to hide our valuables and money, and left our boxes open so that if the pirates broke in they would find them at hand and not search further."

"I climbed up and hid some of the valuables in the boxes under the life belts," said Miss Louise.

EXPLOSIONS, AND FIRE.

All this time we could hear people running backward and forward over head," went on Mrs. Campbell. "There were people screaming, Chinese praying to their gods to deliver them, women imploring men to protect them against the bandits, and weeping terribly. We overheard scraps of conversation (for we speak several Chinese dialects). Questions as to whether the Haiching carried wireless, if help would come? These noises were punctuated by loud sounds which we thought were explosions, but we found out afterwards were signals fired by the ship to attract help. "We pulled aside the curtain over the port and peeped out; the deck was brightly illuminated, we could see huddled bodies, torn clothing, and open Chinese luggage with the contents scattered around. We saw that those on deck were wearing life belts, and then we realised what the glare meant—the ship was on fire."

SCENE ON THE DECK.

"So we thought, perhaps, we had better go on deck," went on, this wonderful old lady calmly. "And after putting on our coats we went out, locking the cabin door behind us. When we got onto the deck we saw that the front part of the ship was all in flames. Great flames were leaping up into the sky. We saw that the life boats had all gone except two which were still on the davits. These two boats were crowded. "Yes," broke in Miss Dorothy, "some of the men told us to get into one of these boats, but we thought we were better where we were, and it was lucky that we did not do as they suggested."

"Why?"

"Because no one knew how to lower the boat, the ship's officers were busy elsewhere! Soon after some one got one end unfastened, they could not loosen the other and those poor souls were spilled into the sea. One poor girl with a baby in her arms hung on for a long time with one hand to a rope, the sea washing over her feet. She cried pitifully for help but no one could get at her and at last she let go."

"Many of the Chinese," went on Mrs. Campbell, "were jumping overboard in the hope of swimming to safety, the sea was not rough but there was a nasty swell. At this time there were a number of junks lying round near the ship, and people on board cried out to them desperately to come near and take them off, but the junk people took no notice."

HELP FOR THE WOUNDED—A PIRATE?

"We kept staring at the horizon wondering if any help would come. When we left Swatow there were two other boats following us; we thought they might catch us up, but we saw no lights."

"As it began to get a little light we could see the wounded on the deck. The first we saw was what we took to be a bundle of clothes against the door of the dining saloon. We did not think it was a human being. Then the bundle moved. We went over and saw it was a Sikh guard very badly wounded in the abdomen. He was lying in a pool of blood. We managed to pull him inside the door of the saloon and got him some pillows and some water. His wound was too serious for us to be able to do anything more for him."

"We heard people moaning all round us, and as it got lighter we discovered other wounded. One poor boy was shot in the mouth, it was nearly shot away. Dorothy managed to bandage him up, he was wonderfully grateful. He could not talk any dialect we knew but when we saw that she had blood on her dress from tending him he showed great concern and tried to wipe it off. Later we were told he was one of the 'pirates'!"

"No, I'm sure he wasn't a pirate, mother," said Miss Dorothy, "he was such a nice boy."

HELP AT LAST—A SEARCHLIGHT.

"When it was already light, it must have been about 6 o'clock," continued Mrs. Campbell, "I saw a searchlight. My daughters would not believe me at first, and then we saw it again more brightly and it seemed almost at once that H.M.S. Sterling was alongside."

"The Sterling's boats first of all picked up the people in the sea and in the lifeboats, drifting about near the ship. Then they came on board and took off the wounded and ourselves. We had to climb up a rope ladder to get aboard the destroyer."

"Just at the end we saw several of the pirates snatch valuables and jewellery from some of the women and children and throw it overboard."

TRIBUTE TO NAVAL MEN.

"The sailors were wonderful. They carried all the wounded, and women who were too frightened and overwrought to help themselves and were gentle and kind to all. They simply could not have been nicer. As soon as we got on board they went and got blankets and coats for the poor shivering people, who were, many of them, in thin clothes. In some cases they even took off their own warm coats to give them. Then they went and got them cookies and fruit and tea. Some of the rescued had been laid on the side of the deck where there was no sun, and, noticing that they were cold, the sailors picked them up and carried them round to the other side so that they could lie in the sun and get warm."

ARRIVAL IN HONG KONG.

"When we were on the warship we were talking to the rescued Chinese. They were most of them worried as to what would happen to them when we got to Hong Kong."

We told them that they would be taken to the police station and questioned, and would probably be given food there. When they understood this they were cheered up. We ourselves were taken ashore in a police launch, and went at once to the St. Francis Hotel. The Douglas Company sent a special launch to the Haiching this morning to get our luggage."

A WOMAN PIRATE?

"We heard," added Mrs. Campbell, as she got to the end of her story, "that eleven men had hidden themselves inside the grilles before they were locked."

"Do you think it was the gang of pirates led by a woman who made a successful coup some months ago?" we asked.

"Well," said Miss Louise, "there was a woman of whom we were rather suspicious, we thought she might be a pirate, but she did not look as if she had enough character to be a leader."

RETURNING TO SWATOW.

Mrs. Campbell is connected with the American Baptist Missionary School at Kaying, near Swatow. Miss Louise Campbell is in charge of the girls' side of the school and Miss Dorothy is Superintendent of Nurses at the Martha Thresher Memorial Hospital, Swatow.

The mother and elder daughter had boarded the Haiching at Swatow in order to accompany Miss Dorothy to Hong Kong whence she planned to sail this morning on the s.s. President Grant for the United States on furlough. The only other European passenger on board was Mr. Craddock, of the Swatow Customs.

Mrs. and Miss Campbell are intending to return to Swatow this week having booked a return passage on another Douglas boat. We asked them if they did not feel any apprehension about going back. "No, why should we," said Mrs. Campbell calmly, "it's not likely that another boat of the same line would be pirated so quickly."

GOOD NEWS OF THE INJURED.

ALL PROGRESSING WELL.

The injured are making good progress, according to reports from the Government Civil Hospital last night. All those who were wounded are now at the Government Civil Hospital and it must be pleasing to friends and relatives to learn that none of them are considered to be in a really serious condition, though one or two are not yet entirely out of danger.

Mr. C. G. Perdue, it is learned, is still at Kowloon Hospital and he also is making encouraging progress.

DAMAGE AND INSURANCE.

"NO INFORMATION."

A *Daily Press* representative yesterday inquired of Messrs. Douglas Lapraik & Company, owners of the s.s. Haiching, as to the amount for which the vessel was insured. A reply was given to the effect that nothing could be said on the matter at the present moment. As to the estimated damage, how long repairs would take, and at which dockyard they would be made, we were informed that the owners were unable to make any estimate of the damage until the police authorities released the vessel, and it was not yet decided where the vessel would dock for repairs. An assurance was given that the Haiching would be put into commission again as soon as possible.

B.A.T. REPRESENTATIVE'S ESCAPE.

We understand from enquiries made at the local office of the British and American Tobacco Company that their European representative at Swatow had booked a passage to Hong Kong by the Haiching.

At the last moment, however, he changed his mind and decided to leave Swatow by the next boat. Some anxiety was occasioned at the local office when the news of the attempted piracy first reached the Colony, but more reassuring news was quickly given by the Douglas S.S. Company as to the B.A.T. representative's safety.

FUNERAL OF A GALLANT GENTLEMAN.

LEGISLATIVE COUNCILLORS PAY
STERLING TRIBUTE.

AT BURIAL OF MR. K. A. WOODWARD.

LATE THIRD OFFICER OF ILL-FATED
HAICHING.

Chinese as well as Europeans paid tribute yesterday to the passing of "a very gallant gentleman" when the gun carriage bearing the body of Mr. K. A. Woodward, the late Third Officer of the Douglas s.s. Haiching, was drawn by bluejackets from the Royal Naval Dockyard to the Cemetery at Happy Valley.

His Excellency the Governor was represented by his A.D.C., Capt. Sillitoe, R.M. Prominent members of the Legislative Council who attended were the Colonial Secretary (the Hon. Mr. W. T. Southern, C.M.G.), the Attorney-General (Sir Joseph Kemp, K.C.), the Hon. Mr. Henry Pollock, K.C., the Hon. Mr. W. E. L. Shenton, the Hon. Mr. J. P. Braga, the Hon. Mr. Owen Hughes, the Hon. Mr. H. T. Greasy. Others present included Capt. T. T. Laurensen, Lieut. Comdr. Sims (H.M.S. Sterling), the Captain and Commander of H.M.S. Kent, Commodore R. A. S. Hill, Mr. Mansini, Staff Capt. B. H. Ramsey, M.V.O., Pay-Lieut. Comdr. D. H. Passmore, Lieut. Comdr. Powell, Comdr. Brown, Lieut. Comdr. Taylor, Lieut. Ransome (H.M.S. Sterling), Mr. P. F. J. Wodehouse, C.I.E. (representing the Hong Kong Police), Mr. E. M. Dyer, and Capt. Farrar (s.s. Haiching).

The service at the graveside was conducted by the Rev. Walters, M.A., of H.M.S. Kent.

THE NAVY ACCORDS FULL HONOURS.

"I, if I be lifted up, shall draw
all men unto me."

This quotation occurred to the writer as the gun-carriage bearing all that remained of Third Officer A. K. Woodward, of the s.s. Haiching, clattered between the crowded pavements en route to God's Own Garden in Happy Valley.

For Mr. Woodward had played the part of a very gallant gentleman during the attempted piracy of his ship. It was pointed out to the writer that the Third Officer could have barricaded himself in his cabin and would have probably have held the pirates at bay until help arrived.

Instead, he knew that the lives of many women and children were at stake, and like a typical British seaman, he rallied to the call of duty.

How He Died.

It was said that Mr. Woodward had turned over the decks to his relief, and had barely changed into his pyjamas for a final smoke and review of the day's work when the sound of firing caused him to rush, revolver in hand, into the alleyway leading to the bridge.

As he did so, he presented a full target to one of the pirates, who shot him at close range. He lingered for a brief period, mercifully unconscious, and died when the ship was in sight of Lyemoon Pass.

It is said that Mr. Woodward, who, by the way, was one of the most popular figures in the Colony, must have been fully aware of the danger he was facing, but did his duty, first to the Company by whom he was employed and then towards the passengers.

In the Dockyard.

Between two files of Marines standing stiffly to attention, the coffin, covered by a Union Jack, was towed on a clattering gun-carriage by ratings from H.M.S. Thracian. A firing party from H.M.S. Sepoy followed immediately behind, a party of mourners from H.M.S. Kent and H.M.S. Sirdar following in slow step, marching to the muffled throb of the drums in the "Dead March" from "Saul," played by the combined bands of the H.M.S. Kent and H.M.S. Hermes.

Slowly and reverently the cortege left the Royal Naval Dockyard.

All the homage to one of England's gallant dead was not entirely offered by Europeans, for hundreds of Chinese lined the route to the cemetery, many of them obviously anxious to show respect for the man who had died defending women and children of their race.

At the Cemetery.

Commodore R. A. S. Hill, R.N., Pay-Lieut. Commander D. H. Passmore, Capt. Sillitoe, and Lieut. Commander Taylor, together with a representative group of civilians, including many members of the Merchant Navy, awaited the arrival of the cortege at the cemetery gates. With measured tread the procession climbed slowly upward to a more peaceful corner of God's Own Garden.

The Service.

A reading from the 130th Psalm was followed by a chapter from Revelations, after which the Chaplain led his congregation in the Lord's prayer.

A simple service, but one infinitely touching in its appeal, to the hearts of those present.

Three Volleys.

The Gunnery Officer called the firing party of H.M.S. Sirdar to attention. Came the rattle of hedges against accoutrements.

"Squad, present arms!" "Crack! crack! crack!" Three volleys were fired over the grave in which the coffin, covered by a Union Jack, rested.

Came the poignant strains of the "Last Post," followed by "Reveille."

"May the Grace of our Lord Jesus Christ..." The close of the Benediction saw the group by the graveside break up and drift slowly down to the Cemetery gates.

The service was ended. High up in the heavens a bird carolled joyously, like a soul set free from earthly cares.

FLORAL TRIBUTES.

Included among the many floral tributes sent were the following:—H.E. the Governor, Vice-Admiral A. K. Wastell, Commander-in-Chief, China Station, Comdr. N. J. Verismit, R.N., Douglas Steamship Co., Ltd., Douglas Lapraik & Co., Capt. O. H. Farrar, master, s.s. Haiching, Navigation Officers, s.s. Haiching, Capt. and Officers, s.s. Haiyang, s.s. Sai On, and s.s. Tai Hing.

Officers and men, H.M.S. Sterling, Officers, H.M.S. Sirdar, Capt. and Officers, H.M.S. Kent, Captain, Officers and Ship's Company, H.M.S. Peterfield, Ship's Company, H.M.S. Cornwall, Ship's Company, H.M.S. Tamar, Ship's Company, H.M.S. Kent, Officers and Ship's Company, H.M.S. Thracian, Capt., Officers and Ship's Company, H.M.S. Sepoy, Ship's Company, H.M.S. Sirdar, Officers, R.A.F. Kai Tak, Commissioned and Warrant Officers, R.N.

Mr. and Mrs. C. L. Farmer, Mr. and Mrs. S. T. Williamson, Capt. and Mrs. Allan H. Stewart, Mr. and Mrs. Wm. C. Bird and Miss Bird, Mr. and Mrs. Patey, Mr., Mrs. and Miss Bickford, Rev. G. T. Waldegrave, Staff and Boarders of the Seamen's Institute, Mr. H. G. Williams, Mr. D. S. Pethick, Mr. W. H. Saunders, Capt. R. Ashby, Mr. W. H. Bell, Mr. Chun Wing Kiu (Compradore, Douglas Lapraik & Co.), Officers of the Harbour Department, Government Marine Surveyor and Staff.

Indo-China Steam Navigation Co., Ltd., China Navigation Co., Ltd., Institution of Engineers and Shipbuilders of Hong Kong, China Coast Officers' Guild, Marine Engineers' Guild of China, Asiatic Petroleum Co. (South China), Ltd., Union Insurance Society of Canton, Ltd., Marine Insurance Association of Hong Kong and Canton, Hong Kong Fire Insurance Co., Ltd., Canton Insurance Office, Ltd., Hong Kong General Chamber of Commerce, China Mail.

Officers and Brothers of the Far East Lodge, R.A.O.B., Oriental Lodge, A.H. at R.A.O.B. Club.

DESTROYERS' DASH TO THE RESCUE.

EXCITING INCIDENTS.

PIRATES AND PASSENGERS
TAKEN ON BOARD.

From information gleaned from various sources by the Daily Press representatives, the following narrative account has been written of the smart work done by the two destroyers, H.M.S. Sterling and Sirdar, in dashing to the assistance of the Haiching:—

Under full pressure of steam, H.M.S. Sterling sped in the early dawn from Hei-Ching Bay toward the north-east. A lazy swell was running, and the "mosquito" craft dipped and rolled to each wave which crested her bows.

Double lookouts were posted, for news had been received by wireless that the Haiching had been set on fire by pirates.

Rubbing the sleep from his eyes, and grumbling as only a sailor can grumble, the Signal Yeoman (sometimes dubbed more than half-humourously, "the Eyes of the Fleet") peered ahead through his telescope at a cluster of junk on the skyline, indicating the presence of a deep-sea fishing fleet.

The purple mantle of night had not completely vanished from the heavens when his alert eye caught a pall blacker than that of any lurking cloud on the horizon. Eagerly, he took another look at it.

"Ship on fire two points on the starboard bow, Sir," he reported to the Captain who, together with the Gunner, was keeping an anxious look-out ahead.

Pulsating like a living thing, Sterling sped swiftly toward the distant smoke-pall. But wandering junks, with their great lateen sails, forced the destroyer to alter course. In a moment, she was surrounded by fishing craft and finally, when she had safely extricated herself from these exasperating entanglements, it was discovered that her lookouts had lost sight of the smoke-pall. After some judicious searching, however, it was located again, and once more she sped off in swift pursuit.

Alongside.

In a very short space of time Sterling was within hailing distance of the burning steamer, and a whaler was hurriedly lowered from the destroyer. Headed by the First Lieutenant, a boarding party tumbled into the boat, and a few minutes had scrambled aboard the Haiching.

The fire in the fore hold, was burning fiercely, and as the Haiching was at a standstill, Sterling went up to the steamer bows-on and used her solitary hose in an attempt to subdue the blaze in the hold.

A fire party, consisting mainly of stokers, fought the blaze valiantly and did its best to subdue the flames.

Sterling then signalled H.M.S. Sirdar, which was coming up fast over the horizon, to lend a hand in subduing the fire.

With the assistance of Sirdar, the outbreak was eventually overcome, after which Sirdar was instructed by Sterling to round up all junks in the immediate neighbourhood and search them for suspicious characters. Several men were arrested and detained on Sirdar.

A Troublesome Tow.

When the fire was sufficiently under control, Sterling took the Haiching in tow, proceeding at six knots. As the Haiching showed a list to port, however, Sterling endeavoured to increase speed, with the result that the hawser parted.

To add to Sterling's difficulty, the steam steering-gear on the Douglas steamer had jammed, and the Haiching tended to turn round in circles to starboard. After a time, however, the hand-steering gear was got to work and, with the assistance of Sirdar, Sterling resumed towing the Haiching to Hong Kong.

It was soon found, however, that the Haiching was able to proceed under her own steam until she was met by the tug Henry Keswick, which took charge of her so far as navigation purposes were concerned.

Over 100 passengers from the Haiching were taken on board Sterling. Since it was difficult—even impossible—to differentiate between pirates and passengers, armed guards were posted until the destroyer reached harbour.

It is understood that of the four boats which were lowered from the Haiching, three were lowered by the naval boarding party to facilitate the transfer of passengers to the destroyers. These boats were subsequently picked up by Sirdar. One of them, containing the body of Mr. Woodward, the third officer, was towed astern of Sirdar into Hong Kong harbour.

The fourth boat, according to reliable information, was launched from the Haiching by the passengers and a few of the crew. The boat unended while being lowered from the deck, and those in it were pitched into the sea and presumably drowned.

MR. BREWER'S BOOK-KEEPING.

ASSISTANT ATTORNEY-GENERAL'S CRITICISMS.

OPENING OF POLICE-COURT PROCEEDINGS.

The proceedings against Mr. Noel Instone Brewer, who is charged with offences under the Perjury and Larceny Ordinances in connection with the affairs of the Instone Banking Corporation, were commenced before Mr. A. W. G. H. Grantham at Central Magistracy yesterday.

Mr. H. Somerset Fitzroy appeared for the prosecution, and the defendant was represented by Mr. E. Davidson.

Mr. Fitzroy, in the course of his outline of the case, said the Instone Banking Corporation was founded in 1927 and its capital was \$10,000,000, of which, according to the last balance-sheet, \$2,613,260 had been issued and subscribed.

Mr. Fitzroy drew the Court's attention to the fact that there were loans available by which applicants for shares could pay \$10 only on every \$100 allotted, and borrow \$90 from the bank on condition that the bank had a lien on the shares. According to the Crown, said Mr. Fitzroy, the amount showed as subscribed capital was wrong, as in many instances there was nothing more than a book entry.

"At the most there were two lakhs in the concern actually, and I think it might have been even less," said Mr. Fitzroy. The Assistant Attorney-General went on to say that 4,500 shares were kept back to be placed at the disposal of Mr. Brewer. These shares were later transferred to Mrs. Brewer, who in due course applied for the loan available, it would appear, to all shareholders. It was a book entry only, said Mr. Fitzroy.

Preparing a Balance-Sheet.

There came a time, continued the Assistant Attorney-General, when the preparation of a balance-sheet became due, and it appeared there was a tendency not to show these shares on the balance-sheet. At any rate, a company called the Instone Trading Company was formed, the significant fact in connection with this being that the company came into being thirteen days before the balance-sheet was made up. This company acquired the shares belonging to Mrs. Brewer.

The Instone Banking Corporation in due course acquired shares in the Instone Trading Company, but again no money passed, the transactions being merely "book" transactions. The Instone Trading Company never functioned, and the sole estates it ever had were shares of the Instone Banking Corporation.

Regarding the actual drawing-up of the balance-sheet, Mr. Fitzroy said "a balance-sheet of sorts" was prepared, which was laid before the Directors on June 8, and appeared to have been approved. It was sent to the printer, but when the proofs were returned alterations were made, this happening on more than one proof. According to the case for the Crown, the balance-sheet was not in the hands of shareholders seven days prior to the meeting of shareholders, at which Mr. Brewer was not present. Mr. Brewer attended the adjourned meeting later and asked if the balance-sheet had been submitted to shareholders. The Secretary is alleged to have replied that it had been duly submitted. It was the contention of the Crown that the balance-sheets were never properly submitted to shareholders for the required seven days.

Alleged Inaccuracies.

Mr. Fitzroy went on to say that Mr. Brewer himself filed the balance-sheet in which serious inaccuracies appeared. The subscribed capital was stated to be \$2,613,260, of which \$1,133,000 had never been allotted, nor had any preliminary money been paid in connection therewith. The sum should never have been included under this item at all.

The next thing mentioned in the balance-sheet was an item of \$400,400.25 which appeared as customers' deposits, and Mr. Fitzroy contended that of this no less than \$260,000 merely represented "cross entries" in the books. Customers' deposits did not reach the figure mentioned in the balance-sheet, which was "absolutely untrue and misleading."

On the credit side of the balance-sheet Mr. Fitzroy pointed out that \$221,290.37 was put down as accounts receivable, but he found that money never received was included.

Regarding collateral accounts, Mr. Fitzroy said that the form which he had referred to at an earlier stage was all the collateral security he could lay hands on. "The Crown says that it is absolutely untrue that there was collateral security of any kind, as they never had the money to make such loans."

The next thing which Mr. Fitzroy drew attention to in the balance-sheet was an item under Mortgage and Long Term Loans, which amounted to \$260,000. "Apart from the mortgage of \$20,000 in the New Territories there was no such thing as a mortgage or long-term loan."

Regarding the item described as "Stocks, Shares and Other Investments," appearing among the assets, Mr. Fitzroy stated that the Bank had shares in the Instone Trading Company, which had only existed for thirteen days, and it appeared that never had any attempt been made to value the shares. There was also an item of \$89,000 under this heading which should never have appeared.

Coming to "Capital unallotted," \$1,420,000, Mr. Fitzroy said they had to remember the 90 per cent. of the \$1,133,000 (previously referred to), which the Crown contended was never allotted, were not assets at all. "The whole thing is fictitious," added Mr. Fitzroy.

The "Larceny" Charge.

Referring to the charge under the Larceny Ordinance, Mr. Fitzroy proceeded to read the section under which the charge was brought, and said:—"The things with which he is charged come under the Ordinance. He was a public officer, he was the manager of the Company, he was a director of the Company, he published or concurred in publishing these balance-sheets."

Mr. Fitzroy described the balance-sheet as something which would deceive the shareholders, and it obviously was something which would cause people to entrust money to the bank. The person picking it up would say, "Here is a concern with \$2,600,000, its customers' deposits are \$466,000, it possesses \$260,000 mortgages and long term loans, \$480,000 in stocks and shares, has collateral securities of \$349,000, and unallotted capital which they are entitled to call—according to this balance-sheet of \$1,420,000. Very rosy prospects. What are the conditions? This balance-sheet was filed on July 9. Within three months they are striving to raise money, and the best terms they could get were 24 per cent. on a loan of \$80,000. A second mortgage is entered into at 2 per cent. per month. With all these wonderful assets they failed to get anything at all; the Company was on its last legs, and the only thing discussed is a voluntary winding-up."

No Individual Sufferer.

"There is no individual we can point to who has suffered," said Mr. Fitzroy, "but we say the balance-sheet can deceive any right-minded person, and as such the statements are untrue, and Mr. Brewer knew perfectly well that they were untrue."

Mr. C. D. Melbourne, Official Registrar, then went into the witness-box. Before giving evidence he said:—"I have a subpoena here, and I presume there is an affidavit which led up to this subpoena, but none of the documents I am asked to produce are in my possession."

Mr. Fitzroy (placing a file before witness): Is that the Instone Banking Corporation's file?

Mr. Melbourne: I would like to know where you got that from?

Mr. Fitzroy: You are not here to ask questions; you are here to give evidence.

Mr. Melbourne (to his Worship): This is the Court file of the Instone Banking Corporation.

Witness identified the statutory report, the balance-sheet, the summary of share capital, and the list of directors, all of which were in the file. Witness also identified the file of the Instone Trading Company, pointing out the certificate of registration, and a statement to the effect that Mrs. Brewer consented to act as a director.

Witness also identified the file of the winding-up of the Instone Banking Corporation. After evidence had been given by Mr. J. B. Labrum concerning the dates on which the balance-sheets were ordered, corrected, and finally sent, the hearing was adjourned until to-day, Mr. Brewer being again released on bail of \$2,000.

DEATH OF CAPT. A. WALKER.

FORMERLY WITH BUTTERFIELD & SWIRE.

We regret to record the death at 5 p.m. yesterday at the French Hospital of Captain Arthur Herbert Walker, Captain Walker, who was 57 years of age died of pneumonia. For many years in the service of Messrs. Butterfield & Swire, during which he commanded in succession several of their vessels, Captain Walker retired some years ago and returned to England.

Like many Far Easterners, he decided that China was, after all, better than Home and he came back to Hong Kong, with Mrs. Walker, arriving here only two months ago.

Very great sympathy will be extended to Mrs. Walker and to the relatives. It is understood that Captain Walker has two sons in England and a daughter in Fien-tien.

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NEW ADVERTISEMENTS.

ST. JOHN'S CATHEDRAL.

A SOCIAL EVENING will be held in the CATHEDRAL HALL on WEDNESDAY, 11th INSTANT at 9 P.M.

A SPECIAL INVITATION has been extended to the CONGREGATION of St. ANDREW'S and St. PETER'S CHURCHES. It is hoped that there will be a Good Attendance from the Cathedral Congregation to meet those of the other two Churches. [8727]

IN THE SUPREME COURT OF HONG KONG.

ORIGINAL JURISDICTION.

MISCELLANEOUS PROCEEDINGS No. 39 of 1929.

IN THE MATTER OF THE HONG KONG AND CANTON ICE MANUFACTURING COMPANY, LIMITED (AND REDUCED)

AND IN THE MATTER OF THE COMPANIES, ORDINANCE 1911-1925.

NOTICE IS HEREBY GIVEN that the Order of the Supreme Court of Hong Kong Dated the FIFTH DAY OF DECEMBER, 1929, Confirming the Reduction of the Capital of the above-named Company from \$400,000 to \$200,000 and the Minute (approved by the Court) showing with respect to the Capital of the Company as altered the several particulars required by the above Ordinances were registered by the Registrar of Companies on the 7th Day of DECEMBER, 1929, AND FURTHER TAKE NOTICE that the said Minute is in the Words and Figures following: "The Capital of the Hong Kong and Canton Ice Manufacturing Company, Limited (and Reduced) hereinafter is \$200,000, divided into 40,000 Shares of \$5 Each, instead of Original Capital of \$400,000 divided into 80,000 Shares of \$5 Each. At the Time of the Registration of This Minute the Sum of \$5 has been and is to be deemed paid up on Each of the said Shares."

Dated the 9th day of December, 1929.
DEACONS,
Solicitors for the Company.
[8728]

HONG KONG ART CLUB.

THE ANNUAL EXHIBITION will be held at No. 7, QUEEN'S ROAD, 1st Floor (above Mercantile Bank) on DECEMBER 18th, 19th and 20th. The EXHIBITION will be OPEN From 10 A.M. To 7 P.M. ADMISSION: 50 CENTS. [8726]

THE CHINA LIGHT & POWER COMPANY (1918), LTD.

NOTICE IS HEREBY GIVEN that the ELEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the HEAD OFFICE of the Company, St. George's Building, CHATEL ROAD, Victoria, Hong Kong, on SATURDAY, the 21st DAY OF DECEMBER, 1929, at 11.30 O'CLOCK in the Forenoon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended 30th SEPTEMBER, 1929, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED From THURSDAY, 12th DECEMBER, 1929, Until SATURDAY, 21st DECEMBER, 1929, Both Days inclusive. With reference to the Notice dated 7th November, 1929, of the Resolution of the Directors to offer to SHAREHOLDERS ADDITIONAL SHARES in the Proportion of One New Share for Every Four Existing Shares, Shareholders are reminded that such Additional Shares will be offered only in respect of the Existing Shares of which they are the Actual Registered Holders at the Date of the Ordinary Yearly Meeting, i.e., 21st DECEMBER, 1929. Due Notice will be sent to each Shareholder of the Number of Additional Shares to which he will be entitled.

SHEWAN, TOMES & CO.,
General Managers,
Hong Kong, 6th Dec., 1929. [8723]

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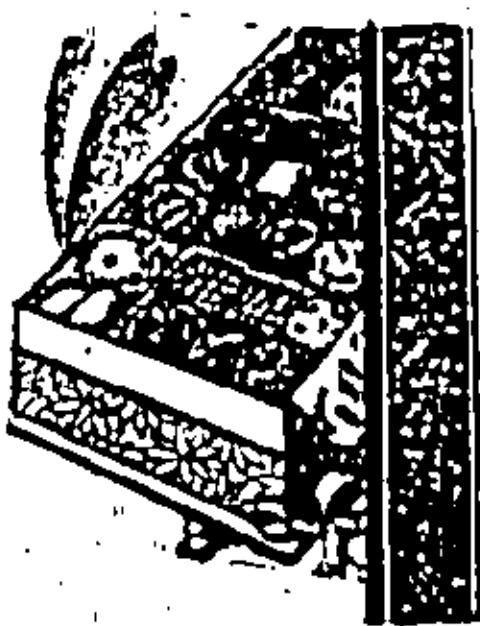


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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.25 p.m., stated:—
The typhoon appears to be situated less than 100 miles east of Cape Passeran, moving W.N.W. Fresh monsoon will continue over the N. China Sea.
Local Forecast:—N.E. winds, fresh, fine.

DEATH.

WALKER.—HERBERT ARTHUR WALKER, at the French Hospital yesterday at 5 p.m. Aged 57. Funeral passes Monument at 3 p.m. to-day. [8729]

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The Daily Press.

HONG KONG, DECEMBER 10, 1929.

A SAILOR'S GRAVE.

Now that the expected has happened, possibly the British military authorities will think better of their decision to withdraw the armed guards put on board certain vessels trading in and out of these waters. About a fortnight ago reference was made in these columns to the peculiar dangers which confront British mercantile marine officers employed on the China Coast. It was pointed out that piracy is still a very real peril, although the military authorities appear to think otherwise. Yesterday, in the beautiful cemetery at Happy Valley, was laid the body of one more British victim of Chinese pirates—Mr. K. A. Woodward, third officer of the Douglas steamer Haiching. His burial was the tragic climax to the usual story—a gang of armed and desperate men attempted to seize the ship, and in the subsequent struggle the unfortunate officer was shot dead. The wonder is that his shipmates escaped with their lives; one—the chief officer—was indeed wounded, but the others were fortunately caught through the ordeal unscathed. The magnificent fight put up by the various European officers of the navigating and engine-room staffs will probably prove—when all the facts are known—to be one of the most thrilling stories in the history of the British Merchant Navy. The gallant defenders of the ship had two battles to fight—one against pirates, and the other against fire. They won both, thanks to the timely arrival of naval assistance. And in regard to this latter phase of the affair, it must be acknowledged that only the courage and perseverance of the Chinese wireless operator on the Haiching made it possible for news of her extremity to be received in time.

The graphic stories of survivors which have appeared in our columns show very clearly how desperate and ruthless are the men who attempt these outrages. Finding it impossible to intimidate the officers of the ship either by threats or shots, the pirates deliberately set fire to the ship, and even this new outrage was carried out with crafty cunning. Kerosene was poured over the cabins immediately below the bridge and set on fire, with the deliberate object of driving the officers from their posts. But for the fact that two British destroyers were able to reach the Haiching very soon after this blaze was started, it probably would have been necessary for all hands to abandon ship, and leave the burning derelict to founder. As it happened, the prompt assistance rendered by the destroyers made it possible to fight the fire as successfully as the officers of the Haiching had already fought the pirates. Naturally, there was intense panic on board when the fire started, and many lives appear to have been lost by terrified people jumping or falling overboard, or possibly even by

being hit in the exchange of stray shots which continued even after the fire was started. Precisely how many fatalities occurred in these and other ways is not known, but it is feared the total loss of life will be heavy. Everything possible was done by the master and officers for the protection of passengers, and when it was seen that the flames were getting a strong hold on the ship Captain FARRAR gave orders for the boats to be lowered. Several lifeboats loaded with passengers did get away from the Haiching, but the master remained on board directing fire-fighting operations. Fortunately it was not long before the destroyers came on the scene, and with the assistance of the bluejackets it was soon possible to get the ship's pumps going effectively. Thus it came about that in spite of a murderous onslaught by pirates, and a no less deadly ordeal by fire, the Douglas steamer came safely into port on Sunday night—her decks stained with blood, her bridge and bridge-deck a mass of charred timber and twisted iron, her officers worn out by physical and mental exhaustion, but justly proud in the knowledge that they had succeeded in frustrating one of the most daring and desperate piratical outrages on record.

The most gallant fight was won against overwhelming odds with only one fatality among the European officers defending the ship, but it quite easily might have happened otherwise. Mr. Woodward was buried yesterday with full naval honours, and members of the Merchant Navy on the China Coast and elsewhere will deeply and gratefully appreciate the sympathetic action taken by the Senior Service in paying their shipmate this last tribute of respect to the memory of a brave man. Will the British military authorities show a similar understanding of the position now that the grim story of the Haiching outrage is known? Or will they still persist in the decision they have reached to withdraw the military guards which have been placed on certain vessels engaged in China Coast trade? This Haiching incident shows once again that British sailors are not to be intimidated by a gang of pirates, even though they be outnumbered by five to one. As we pointed out a fortnight ago in dealing with this very subject, surrender without a struggle is not in the nature of the British sailor, but that is no reason why he should be deprived of the most effective measures of defence against piratical attacks that have been devised. An officer has quite enough work and anxiety in navigating his ship and seeing that his engines are running smoothly without undertaking the additional duties of a soldier and Customs officer. While there remains even a remote possibility of piratical outrages, so long should the British Government do all in its power to protect British ships and officers against murderous attack. Recently the number of British soldiers as guards on certain vessels in the China trade—not the Douglas line—has been gradually reduced, and this policy is apparently to be continued to the ultimate vanishing point. It is too much to expect officers of the Merchant Navy to carry on without protection of some kind, and in view of what has just happened on board the Haiching it is to be hoped the Home authorities will promptly cancel their decision to put an end to a system which has given such complete satisfaction.

News and Views.

It is announced that the Empress of Japan, the new 25,000-ton oil-burning liner now building by the Fairfield Shipbuilding and Engineering Co., Ltd., Govan, will be launched on December 17.

Among the passengers for Japan arriving here yesterday by the N.Y.K. Hakozaki Maru from Europe was Baron Basempierre, the Belgian Ambassador to Japan. His Excellency is accompanied by the Baroness and their son and daughter.

A social evening will be held in the hall of St. John's Cathedral tomorrow at 9 p.m. A special invitation is extended to the congregations of St. Andrew's and St. Peter's churches. It is hoped that there will be good attendance from the Cathedral congregation to meet those of the other two churches.

Mr. P. J. Noel Baker, M.P., recording some of the social reforms which the modern craze for sport is bringing about, states that opium smoking in China is being reduced by tennis playing. "But the Chinese (there are practically none else) where) will scarcely appreciate the compliment. They never smoked."

An advertisement elsewhere announces that the reduction of the capital of the Hong Kong and Canton Ice Manufacturing Company, Limited, has been duly registered with the Registrar of Companies. The capital has been reduced from \$400,000 to \$200,000, divided into 40,000 shares of \$5 each.

At the Royal Horticultural Society's show in Westminster, last month, the only plant which received an award of merit was a Chinese bush honeysuckle *Lonicera Hemslayi* shown by Mr. Lionel de Rothschild. The leafless sprays were laden with bright red berries about the size of red currants, borne in fours at the joints of the twiggy shoots.

Mr. R. R. Bruce, Lieutenant-Governor of British Columbia, announces the engagement of his niece, Miss Helen Mackenzie, to Mr. Julian I. Piggott, youngest son of the late Sir Francis Piggott (a former Chief Justice of Hong Kong) and Lady Piggott, of the Isle of Wight. The marriage will take place next spring, probably in London.

Renewal of the music and dancing licence for the Chinese Café, 225, Oxford Street, London, was refused by the Theatre and Music Halls Committee of the L.C.C. The Commissioner of Police opposed the application on the ground that the place was not properly conducted, as evidenced by the fact that the proprietor, or licensee, was convicted and fined £50 for permitting drunkenness and other disorder.

Mr. F. W. Carey, ex-Commissioner in the China Customs Service, is returning to the Far East in the interests of the Fairway Aviation Company, makers of military aircraft to the Government. Mr. Carey, who retired from the Customs Service last year, after more than thirty years' experience of all parts of China, will take up his headquarters at Shanghai. He understands that Messrs. H. E. Arnold and Co., of Shanghai, have just acquired one of the latest type of military aircraft, a Fairey III, F, which they will use for demonstration purposes.

Mr. John Weddell, whose death at the age of 83 took place on October 31, at his home in Battersea, London, was the great-grandson of Captain John Weddell (1583-1642), who had a prominent part in expelling the Portuguese from the Persian Gulf in 1622. Three ships under his command blockaded Ormuz, and after ten weeks the town fell and was sacked, most of the booty falling to the Persians. As commander of the fleet of the East India Company he had further battles with the Portuguese in Eastern seas, and later he stormed one of the forts of Canton held by the Chinese. His son is stated to have been a man of affluence in the City, owning the whole of Aldgate, and becoming Lord Mayor of London.

The majority of motor ships delivered by Götaaverken, Gothenburg, during the last couple of years have been standard oil tankers, and recent orders for general cargo liners. The Hai King, however, is unlike any other ship ever built by Götaaverken, being specially designed for China coastal service and arranged for the transportation of up to 1,500 Chinese passengers. She has been built for Messrs. Bruensgaard, Kistner & Co., of Drammen, and has the following dimensions:—Length 233 ft., beam 45 ft., and depth, moulded to main deck, 20 ft. 2 in. The draught is 18 ft. 6 in. fully loaded, and the dead-weight capacity 3,000 tons. The Chinese passengers are carried in a long bridge 'tween deck, and on a continuous deck below. Strong doors are cut in the sides abreast the 'tween deck. The two Götaaverken B. and W. trunk piston Diesel engines are each designed to develop 1,500 h.p. each. On the trial trip in ballast a mean speed of 14.85 knots was attained with the engines developing 3,400 h.p.

A full bench of the High Court of Australia has confirmed by a majority the conviction of Messrs. Babcock and Wilcox, a firm of engineers, on a charge of having at Sydney corruptly given to Mr. Silas Young Maling, deputy general manager of the municipal Electricity Department of Sydney, £10,600 as a reward for his recommending the council to accept the company's tender for certain machinery. Mr. Justice Starke, dissenting, said the case was suspicious, but since the conviction was not proved. In December, 1928, at the Sydney Police Court, the local agent of Messrs. Babcock and Wilcox was found guilty of paying the sum of £10,600 to Mr. Maling, and the company was condemned to pay a fine of £10,000 and to recoup the Sydney City Corporation the £10,000. In March last the company's appeal against the conviction was upheld by a majority vote of the Court, and the company was acquitted of responsibility. The Crown Law Department appealed against that decision, with the result stated above.

The city authorities of Lynn, Massachusetts, have issued instructions to the police to arrest any girl over twelve years of age who appears in the streets or elsewhere in public with her stockings below her knees.

The historic galleries which once formed the principal fortifications of Gibraltar have been handed by the military authorities to the Colonial Government, last month. In future the Colonial Government will issue all tickets to tourists and others desiring to visit the galleries.

Mr. Alfred Bates, of Ridge, Halifax, head of Willis and Bates, engineers, Halifax, was drowned recently while swimming at Bourne-mouth. He was the designer of the air hats adopted in the great war. Mr. Bates was for six years a member of the Halifax Council and chairman of the watch committee.

Work has begun on the exploration shaft in connection with the scheme for tunnelling the Straits of Gibraltar. The shaft is being sunk near Tarifa, and a corresponding shaft will be drilled on Spanish Protectorate territory in Morocco. Samples are being taken as the drill descends, and when the boring has reached a depth of several hundred feet below the level of the sea on the chosen line for the tunnel, charges of dynamite will be exploded. Special apparatus will register the sound of the explosion as it reaches the shaft on the other side of the Straits. By this means it is hoped to collect information as regards the nature of the soil beneath the sea.

The Philadelphia branch of the Young Women's Christian Association recently announced that a course on marriage for unmarried girls above eighteen years of age would be opened shortly. The course will include lectures on "How to make men friends," "When marriage should be postponed," "Personal and social responsibilities of marriage," "Careers after marriage," and "Why, and why not." Miss Grace Miller, the educational director of the Philadelphia Y.W.C.A., says: "We are especially interested in unmarried girls who are rather vague about the realities of the married state. We shall have discussions also on birth control from the ethical, economic, and religious aspects. We are trying to meet the needs of girls and young women who are searching for reliable and complete information on the subject of marriage."

Disappearing Toes.
It was recently announced by some expert or other, whose statement was immediately widely noted in the newspapers, that there was a close connection between toes and brains, and that the behaviour of the big toe in particular was an indication of the mental condition. Unfortunately, this item of information is no sooner digested than along comes Dr. Norman C. Lake, who has assured a London audience that he does not think anything can be predicted from the final disappearance of toes of men and women. "In that case we shall be no better off than we were before, for with no toes at all we shall never be able to tell whether the brain is really functioning brightly or not. This is a great pity; it only shows how ruthlessly the researches of one scientist tend to destroy the results of another. For there was an air of great promise about the toe test for better and brighter brains. It would have been so easy to say to an ambitious politician, 'My dear sir, I think your programme sounds most able and attractive, but I cannot pronounce definitely on that point until I have taken your toe-pressure.' Or, to an ultra-modern poet, 'Well, it looks to me involved, unmusical, and laborious; but if you can produce a medical certificate showing that your brains are really in your feet it is, of course, possible that you may be another Shakespeare.'"

Beggars' "Who's Who."

A note-book containing hundreds of addresses of people in the news and other notabilities with indications as to the extent of their generosity and the nature of the appeal made to them was found in possession of Joseph Smith, seventy-seven, who was charged in a London police-court last month with attempting to obtain charitable contributions by fraud. He pleaded guilty. A detective said there were convictions against the prisoner dating from 1894, in the names of Joseph Lee Smith and Atkinson. He had been writing begging letters all that time, even while an inmate of Fulham Workhouse, and letters were found on him sent to accommodation addresses from the Bishop of Norwich, Mrs. Sykes, West Ella Cottage, Hull, and Lady Bradford, Castle Bromwich. Notes on the backs of these referred to Lady Chadwick and others moving in present-day society. For some two years past he had been receiving a pension of 10s. a month from a Capt. Wilson in the name of Smith, but was betrayed by a similarity in the handwriting. He had reported himself as an ex-soldier to a Colonel in the Scots Guards, an old A.B. to a naval Captain, and as an old schoolmaster to others. He wrote the most plausible letters imaginable and had at least a dozen different stories, all of which were indexed to the names of those who had received them.

HONG KONG'S HOLIDAYS.

DATES FOR 1930.

The following public and general holidays will be observed as Government holidays in 1930:—

Public Holiday.

Empire Day,
Saturday, May 24.

General Holidays.

The first week-day in January,
Wednesday, January 1,
Chinese New Year's Day, and the two following days,
Thursday, January 30,
Friday, January 31,
Saturday, February 1,
Good Friday,
Friday, April 19, and
Saturday, April 19.

Easter Monday,
Monday, April 21.

The Birthday of H.M. the King, unless it shall be ordered by the Governor, by an order published in the *Gazette*, that His Majesty's birthday is to be kept on some other day.
Tuesday, June 3.

Whit Monday,
Monday, June 9.

The first week-day in July,
Tuesday, July 1.

The first Monday in August,
Monday, August 4.

The first Monday in September,
Monday, September 1.

Friday, October 10.

Armistice Day,
Tuesday, November 11.

Christmas Day,
Thursday, December 25.

Friday, December 26.

CROWN LAND SALES.

TWO LOTS SOLD AT UPSET PRICES.

At the Crown Land Office yesterday two lots of land were sold by public auction. The first lot Kowloon Inland Lot No. 2285 situated at Sai Yuen Choi Street was sold to Mr. Lau Siu Ting of 330, Nathan Road at the upset price of \$2,000. The plot has an area of about 1,110 sq. feet and its annual rental is \$12.

The second lot Kowloon Inland Lot No. 2286 with an area of about 8,000 sq. feet was sold to Mr. Tam Chuk Fun of 729, Nathan Road at the upset price of \$4,000. It is situated at Prince Edward Road and has an annual rental of \$86.

Looking Back 25 Years.

Yesterday morning His Excellency Sir Matthew Nathan, accompanied by his A.D.C., and the Rev. Father Maria, visited St. Joseph's College. On arrival the students sang a hymn of welcome and presented him with the following address: "To Sir Matthew Nathan, K.C.M.G., Governor of Hong Kong, Your Excellency.—We, the students of St. Joseph's College, heartily unite in a chorus of welcome and congratulation to Your Excellency on your first appearance in this establishment. It is hardly necessary to remind Your Excellency that we are utterly incapable of getting up an address equal to your merit and dignity, and we indulge in the hope that you will be so good as to take the will for the deed. As regards our scholastic acquirements we have but little to say. While we believe that some progress has been made in our studies, so far as immediate practical utility is concerned, we cannot conceal from ourselves and Your Excellency the fact that further knowledge and practice are not only possible, but would be advantageous. It will be gratifying to Your Excellency to know that, with particular pleasure, we look forward to the prize distribution. We believe that prizes, like steadfast labour and habits of clear perception, are things to be desired as tending to our higher development, and ought therefore to be encouraged as one of the most valuable means of education. And on this ground we desire to express our earnest hope that, with your accustomed kindness and courtesy, you will not allow any other engagement to stand in the way of your coming to preside and distribute the prizes."—*Hong Kong Daily Press*, December 10, 1904.

Looking Back 50 Years.

LAUDATORY NOTICE.—One of my brothers, named Lu Tsui, a native of Hok Shan, lately took a passage from Foochow by the steamer Achilles, bound for this port. On his embarkation he was already indisposed, but on the following day after leaving Foochow he became so seriously ill that he departed this life. Through the kindness of Captain Charles Anderson and the Chinese comrade, Sit Poi, the corpse was put into a coffin, and was conveyed to this port, so that the deceased might be buried in his native place. To record this act of the Captain's benevolence, this notice is hereby given, and a flag will be presented to the Captain. Ho-Kay-Tong, *Hong Kong Daily Press*, December 10, 1879.

WOMEN LEAVING NANKING.

FOREIGN NATIONALS EVACUATED.

BROUGHT TO SHANGHAI.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Dec. 9. Seventy-five British and American women and children, who were evacuated from Nanking last night, arrived in Shanghai this afternoon. Another batch are coming from Nanking to-morrow.

A Nanking message says that the Second and Ninth Divisions have arrived from Hankow, and loyal Government troops are defending the Capital.

It is understood that Tang Seng Chi's troops have entered Sinyangchow, and are continuing their advance to Hankow without opposition. The loyalty of Chinese Volunteers in Chinese territory around Shanghai is doubtful, and their commander has been removed from his post.

"SITUATION EASIER."

A COMPROMISE PREDICTED.

[THROUGH REUTER'S AGENCY.]

HANKOW, Dec. 9. Rumours prevalent over the weekend to the effect that Tang Seng Chi's men are advancing on Wuhan prove to be groundless, and the local situation continues to be absolutely quiet. Troops are lining the Kin Han Railway northward as far as Sinyangchow. They have reiterated their loyalty to the Government, and therefore any serious move by Tang against Wuhan seems unlikely.

Well-informed Chinese sources do not anticipate further fighting in Honan, and it is believed that the present misunderstanding will be settled by compromise.

Traffic on the Kin Han is still held up, and it is reported that the line is severed on two or three places.

Up-River Reports.

Latest news from Ichang indicates that the rebels were driven 20 miles from the city by Government troops, and the situation has eased considerably.

So far as can be ascertained, foreigners are not in danger, though during this critical period the women and children have remained on board steamers in case evacuation was necessary.

The Hand of Yen Hsi Shan.

PEKING, Dec. 9. Taiyuanfu is at present silent, but it is stated that Yen Hsi Shan will shortly issue a statement regarding the situation.

It is understood that he does not approve of Tang Seng Chi's preparations for war against Nanking, preferring a national conference for settling the present difficulties. Local vernaculars to-day print the text of what is claimed to be a circular telegram by Wang Ching Wei, which is a violent denunciation of Chiang Kai Shek.

UNEASINESS AT ICHANG.

REBELS AGAIN IN ACTION.

[NAVAL WIRELESS.]

Further fighting has taken place close to Ichang between the rebel forces and a large army loyal to Chiang Kai Shek. The loyal troops are reported to have met with success, and after a battle which continued during the night of Saturday and Sunday morning, the rebels retreated about five miles.

The Government troops have now been reinforced and it is thought that the situation in the immediate vicinity of Ichang will soon be under control.

As a precautionary measure, however, foreign women and children are still being kept ready for withdrawal.

RAILWAY REPAIRED AND RE-CUT.

REBELS ACTIVE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Dec. 9. The Shanghai-Nanking Railway, which was cut in three places by the rebels, has been restored by railway gangs under supervision of foreign engineers.

The rebels' forces, which are estimated to number from 2,000 to 10,000 have left southward by a line of trains running apasmodically to-day.

H.M.S. Suffolk left for Nanking this morning, but it is understood that it has not yet been deemed necessary to take foreign residents in Nanking aboard.

LATER. The Shanghai-Nanking railway was again cut during the night between Anting and Hwangtu. Rails are being pulled up from the bridge 24 or 25 miles from Shanghai.

The Provisional Court Conference (Continued at foot of next column).

IRONSIDE FLANKING MOVEMENT.

MENACE TO CANTON FROM NORTH EAST.

NEW DEFENCE LINE PREPARED.

According to a message from a well authenticated source great apprehension has been aroused in Canton by the starting development in Central China. It is believed that the Nanking regime is about to fall, following the defection of Shih Yu San, Han Fu Chiu, Tang Seng Chi and other leading personalities. These events cannot fail to react upon the situation in the South.

The main body of the "Iron-sides" has crossed the Canton-Hankow Railway at Yuen Tam and Ngan Chan Au in the northern sector and is now reported to be concentrating in Chung Fa, Fa Yuen, Tseng Shing and other points to the north-east of Canton. While the main body is thus executing a big flanking movement, one brigade is advancing along the Canton-Hankow Railway towards Canton. These troops are now reported to be at Lok Tung station, some 20 miles north of Canton. General Chen Tsai Tong's men have once more shortened their line having withdrawn to Sun Kai where strong defences are being prepared against the "Iron-sides." The situation in the west sector in the vicinity of Samshui is stationary. The opposing forces are still holding their respective positions.

General Chen Tsai Tong's men are holding their new positions with tenacity but the nearness of the enemy is causing grave anxiety among the civil population who fear that the defending army may be driven back upon Canton.

MARTIAL LAW AND 10 P.M. CURFEW.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Dec. 9. "Martial law in Canton is still rigidly enforced. No one is allowed in the streets after 10 o'clock. Those who are away from houses at "curfew hour" have to stay where they are. During the first few nights of this restriction many people found themselves much inconvenienced, but Canton appears to have become accustomed to these restrictions. All the cinema houses close at about 9 o'clock and no opera houses are doing business even in the day time.

All the big businesses are at a standstill. Two foreign supervised schools in Sai Tsuen have moved their students to Bak Hok Tung, across Shamen, where it is considered safer. This general nervousness is again reflected in the marked depreciation of the Central Bank of China notes, their quotation for to-day being only about 59 or 60 per cent.

All the newspapers in Canton are compelled to keep silent about the war which adds to the general anxiety.

HONG KONG PAPERS BANNED.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Dec. 9. The Canton authorities have banned all Chinese newspapers from Hong Kong. No exceptions were made, not even for such liberal papers as the *Tai Kwong Po*, *Chun Wan Po* and the *Wah Tsat Po*, all of which had enjoyed a free and wide circulation in Canton. The Government edict came into effect yesterday, Sunday, and the big packages of Hong Kong Sunday papers, which arrived in Canton by train as usual, were all seized and confiscated at the station. No warning had been given.

But to-day, Monday, not a single copy of a Hong Kong Chinese paper came up by train. Evidently the news dealers were taking no risks. Scores of news boys as usual crowded the station when the morning express came in. These boys have of late been doing unusually brisk business on the streets, but to-day they had to turn their faces homeward and shout: "No Hong Kong paper, no more money for us!"

No restrictions have been placed upon the British newspapers. But each parcel is opened and closely examined to make sure that no Chinese newspapers are hidden therein.

in Nanking got through safely, but a freight train from Nanking was overturned at four o'clock this morning.

Shanghai Disturbances.

SHANGHAI, Dec. 9. Some firing was heard in the vicinity of Shanghai on Saturday night. It appears that small gangs of soldiers and hooligans attempted to loot Nantao suburb and seize the Provisional Court Conference.

AMERICAN TRADE RECOVERY.

PUBLIC CONFIDENCE INCREASING.

RETAIL SALES UP.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Dec. 9.

Reports to the United States Chamber of Commerce show that the retail trade in the United States is improving, owing to holiday buying, cold weather, and increased confidence in the business outlook.

November sales of retail dry goods stores are reported ahead of those of last year, while collections of outstanding accounts are slightly better.

LONG-DISTANCE WIRELESS TELEPHONE.

EFFECTIVE, BUT COSTLY.

[REUTER'S AMERICAN SERVICE.]

New York, Dec. 9.

The first business talk between a passenger in a liner and a business man ashore was successfully carried out to-day when Sir Thomas Lipton, who was returning to England aboard the *Leviathan*, which was three days out, communicated with the advertising expert Mr. William Rankin, who was seated in his hotel in Atlantic City.

The conversation was very audible. It cost 87/6d. for every three minutes.

LONDON BANK'S AFFAIRS.

A BRIGHTER OUTLOOK.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 9.

It is officially stated that it is now anticipated that a large proportion of the £237,000 worth of bills of exchange accepted by Messrs. Horstmann and Co., will be duly honoured at maturity by the drawers.

It is further stated that the Horstmann Company possesses many assets of considerable value, which are expected to enable the payment of a considerable dividend.

RUSSIAN AMBASSADOR'S HEADQUARTERS.

PALATIAL WEST-END MANSION.

[BRITISH WIRELESS SERVICE.]

RUGBY, Dec. 8.

Sunderland House, one of the most palatial mansions in the West-End of London, has been acquired by the Soviet Government as the official residence of Sokolnikoff, the recently appointed Ambassador to Great Britain, who is expected in London this week.

As the King will be in residence at Buckingham Palace during the next ten days it is probable that Sokolnikoff will present his credentials there early next week, possibly simultaneously with the presentation of his credentials by Sir Esmond Ovey, the new British Ambassador in Moscow to the Soviet Government.

Sir E. Ovey was to have left London en route to Moscow yesterday, but the cancellation of the Channel steamer services, owing to the storm, necessitated a postponement.

SERIOUS FIRE IN HOLLAND.

FAMOUS HOTEL DESTROYED.

[THROUGH REUTER'S AGENCY.]

MIDDELBOURG, HOLLAND, Dec. 8.

A very serious fire to-day destroyed eight buildings in the centre of the town, including the famous Grand Hotel at Verseput, and several old houses formerly belonging to the aristocracy. A high wind for a long time rendered useless the efforts of the fire brigades summoned from the neighbouring towns to aid the local fire-fighters.

The flames cut off the electric light of the town, which was plunged in darkness. The fire was finally controlled after raging for seven hours.

TOC H. BIRTHDAY FESTIVAL.

GERMAN DELEGATES OVATED.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 8.

The Birthday festival of Toc H. concluded by thousands attending the special church services. A representative from Germany received a remarkable reception at the Peoples Palace in the East End, where the audience stood silently in memory of the many thousands of those of what was once the other side, who passed on.

DEADLY HAVOC OF THE GALE.

CHANNEL ISLANDS ISOLATED.

MANY SHIPS ASHORE.

[BRITISH WIRELESS SERVICE.]

RUGBY, Dec. 8.

The exceptionally violent gale, which struck Southern England on Friday night and continued yesterday, was renewed with severity to-day, and the forecast indicates a continuation of stormy weather.

Reports of ship wrecks and disasters at sea during yesterday's gale continue to come to hand.

The crew of the small French steamer *Ornaia*, of Trouville, which went ashore at Penzance, probably owe their lives to the daring exploit of a young man named Laity.

The high seas and dangerous rocks prevented the lifeboats from approaching *Ornaia*, and the hurricane rendered hopeless attempts to save the crew by rocket apparatus.

Laity dashed into the sea and gained a rock, from which he was able to pass a rope to the *Ornaia*. While so engaged one of the crew was washed overboard but Laity rescued him. All the crew were saved.

Breaches Buoy Rescue.

Temporary repairs to her rudder having been effected the Blue Star liner *Andalucia*, bound from London to South America with 322 passengers, was able to dispense with the assistance of an Admiralty tug which was despatched from Plymouth in answer to her earlier messages.

The crew of the barge *Mystery*, of Harwich, which broke away from her moorings in Dover Harbour and was driven ashore, were saved by the breeches buoy.

Lifeboats from Newhaven succeeded in taking off the crew of the fourmasted Norwegian barque *Mogen Koch*, which was driven ashore near Eastbourne.

Many Ships In Distress.

Reports from Brest this evening stated that several vessels are in imminent danger off the Brittany coast. Signals asking for assistance were received late in the afternoon by several wireless stations on the South coast of Ireland and England from vessels which had become unmanageable in the storm, and several others reported themselves in temporary difficulties.

Art Treasures Endangered.

The progress of the Italian steamer "Leonardo da Vinci" which is now believed to be in the Bay of Biscay with her £14,000,000 cargo of art treasures being brought to Britain for next month's exhibition of Italian art in London, is being watched with some anxiety owing to the heavy gales.

When she arrives in London she will be piloted to her berth, where Lady Chamberlain, Chairman of the Exhibition Committee, with Sir Austen Chamberlain and others, including probably Mr. Arthur Henderson, Foreign Secretary, will extend greetings to Signor Wodigiani, Commissioner-General for Italy to the exhibition, who is on board.

Bay of Biscay Rescue.

RUGBY, Dec. 9. The British Royal Mail liner *Arlanza*, bound for Brazil, rescued the crew of the 5,000 tons Italian steamer *Casmona*, in the Bay of Biscay, and the German steamship *Hansa* took off the *Casmona's* captain. The *Arlanza* lost a boat during the rescue operations, but no casualties occurred. The *Casmona* was abandoned in a sinking condition.

Two naval seamen were washed overboard and drowned while the destroyer *Walpole* was proceeding yesterday from Portsmouth to Chatham.

The White Star liner *Homeric*, arriving at Southampton from New York yesterday, twenty hours late, reported experiencing one of the roughest crossings she had ever had. Windows were broken on the promenade deck, sixty feet above the waterline, by terrific waves.

Channel Islands Isolated.

Reuter states that the Air Ministry predicts further gales, but it has been possible to resume the cross-Channel services, although the passages are very rough. The port of Folkestone is still closed, and the Channel Islands have been isolated from the sea since Thursday.

Padstow and Clovelly lifeboats were out all night long trying to help the distressed vessel *Britannic*. The captain of the *Clovelly* lifeboat, with 25 years' service, said it was his worst experience. They were tossed about the Channel for five hours before reaching their station.

Dry Dock Smashed!

AMSTERDAM, Dec. 8. An 11,000 tons drydock being conveyed by tugs from Hamburg to Rotterdam was caught by the tempest near the Isle of Texel, and broken in two.

(Continued on next column.)

SHANGHAI COURT RENDITION.

CONFERENCE FORMALLY OPENED.

DR. WANG'S HOPES.

[THROUGH REUTER'S AGENCY.]

NANKING, Dec. 9.

The Shanghai Provisional Court Conference opened at Nanking this morning. Britain, America, France, Brazil, Netherlands and Norway being represented.

Dr. C. T. Wang, in his opening speech, hoped for a happy and speedy conclusion of the conference. Mr. Aal replied on behalf of the Powers delegates.

C.E.R. TROUBLE REPORTED SETTLED.

NANKING'S TERMS AGREED UPON.

(Wah Tsat Yat Pao.)

SHANGHAI, Dec. 8.

The Central Government has wired Chang Hsueh Liang authorizing him to dispatch Tsai Yun Sheng as China's plenipotentiary to negotiate with the Soviet Government upon the C.E.R. issue.

LATER.

The Sino-Soviet issue has been settled "in accordance with the views of the Central Government." It is understood that China will appoint Lu Yung Huan as director of the railway. Apart from this one change the *status quo* will be restored.

ULLMANN ROBBERY SENTENCES.

BAGDANOFF GETS SIX YEARS.

SHANGHAI, Dec. 4.—What has become known as the "Ullmann robbery case" came to an end in the Provisional Court when Judge Wong and the Senior Consul's Deputy, Mr. A. G. Herbert, passed sentences on three accused.

A. Bagdanoff was sentenced to six years' imprisonment, Boris Stepanoff to one year in gaol with a suspension of two years, and Kalman Gelman was acquitted on the grounds of insufficient evidence.

A protest was entered by Mr. R. T. Bryan, police advocate, who immediately filed notice of appeal in the case of Gelman, and the accused was ordered to be detained until the case could come before the appeal court.

Bagdanoff had confessed at a previous hearing to have been the one who instigated the robbery, and who broke his way through two three-foot thick brick walls to get at the valuables in the store of Messrs. Ullmann & Co.

The jewels aggregated some 840,000 in value and Stepanoff was the one who had locked Bagdanoff in the narrow compartment under the stairs of the building next door and who had supplied him with food during the time between Saturday and Monday when the robbery was committed.

When arrested he confessed to having been given the jewels, which he had led the police after he was taken into custody.

Gelman in turn was charged with having been a member of the gang, though he played a very minor part in the Ullmann robbery. The accused were represented by Dr. Wilhelm and Mr. Luchich—*N.C. Daily News*.

RUSSIAN BUDGET.

[THROUGH REUTER'S AGENCY.]

Moscow, Dec. 9.

The Central Executive Committee has approved the Budget Estimates of 11,600 million roubles, which is 200 million more than the original Estimates.

Two seaplanes at Brest capsized on the roadstead, one pilot being drowned. The Italian cargo steamer *Chieri*, 5,334 tons, has been sunk. The crew took refuge on rafts, and six were saved.

Still Pouring With Rain.

LONDON, Dec. 9. Squally westerly winds and pouring rain ushered in the fifth day of the great storm. The first boat on the cross-Channel service for three days, the *Maid of Orleans*, left Folkestone this morning in the teeth of a 60 mile-an-hour gale. Services have now been resumed from Dover.

Royal Train Delayed.

For the first time in history the Royal Train arrived in London late. People waiting over an hour in the pouring rain cheered their Majesties, whose journey from Sandringham was delayed by a head wind and floods.

They were accompanied by the Danish Majesties, who spent the week-end at Sandringham, together with the Norwegian monarchs.

The Queen will return to Sandringham for Christmas.

SHANGHAI PHONE COMPANIES.

OFFERS TO BUY OR FINANCE.

THREE INTERESTS IN THE FIELD.

MANY PROBLEMS AWAITING SOLUTION STILL.

Offers from three concerns to buy the Shanghai Mutual Telephone Company, or to finance it, have been made, with the object of bringing order out of the chaos that at present reigns in the Shanghai telephone system. So far no official statement as to these offers has been made by the telephone company.

These three concerns are Ericsson Telephones, Ltd., of Stockholm and London, who supplied the equipment for Shanghai's original manual equipment and for the present Eastern automatic exchange; The Cable, Telephone and General Trust, Ltd., who represent the Strowger system as used by the British Post Office; and the International Telephone & Telegraph Co. This latter is a holding company which operates several subsidiaries, one of which, the International Standard Electric Corporation, a manufacturing group, has for one of its subsidiaries the China Electric Co., who supplied the Rotary System automatic equipment now used in the Central District and are building equipment for two further Rotary automatic exchanges ordered some months ago.

All three concerns were interviewed by a representative of the *N.C. Daily News*, and while the China Electric Co. would say practically nothing, the Strowger representatives said a little and the Ericsson representative a good deal. Both the Strowger and Ericsson concerns disagreed with many points in the Anson report.

Shanghai at the moment has three different systems of telephones working together. Central automatic is of the Rotary type. East automatic is of the Ericsson type. Manual machines are of the Ericsson magneto type, in which one has to turn a handle in order to ring up exchange. Both the Rotary and the Ericsson are machine driven, while the Strowger, ordered for the Chinese areas of Shanghai, is entirely different.

Low Cost System.

Capt. Carl Cassel, of Ericsson Telephones, said that he proposed a new company to take over the Mutual Telephone Co., and that with his system the reorganization cost of Tls. 8,000,000 mentioned in Section 11 of the Anson Report would be almost halved. The new company would be capitalized sufficiently for the purchase of the

present company and also for further development.

One of the chief claims for the Ericsson system was the small amount of space which it occupied and its cheap building and operation costs, power consumption being very low. As space for machinery is a vital problem with the S.M.T. Co. at present, Capt. Cassel was most emphatic on this point. He showed a diagram of a European exchange which had been converted from another automatic system to Ericsson, from which it could be seen that the Ericsson took up less than half the space of the other.

According to the Strowger representatives the establishment of a telephone equipment factory is only a commercial possibility when a large number of lines are needed. Their Liverpool factory lost money steadily while manufacturing 40,000 telephones a year, but when this went up to 150,000 they were definitely established.

The Strowger System.

When interviewed, Messrs. C. C. Rattey, a director of The Cable, Telephone & General Trust, and Harry S. James, of the Automatic Electric Co., said that the Strowger system could be installed at considerably smaller cost than the present estimate, including the "special" instruments for intercommunication between different systems during the period of transition to complete Strowger equipment. Communication from one exchange to another needed a "repeater" in any case, they said, and they saw no reason why it should be very expensive in the case of "repeating" from one system to another.

At any rate, the sooner the work was started, the better. With an estimated 60,000 lines in Shanghai in 10 years' time, work on a definite scheme would have to be started soon, as otherwise nobody would even consider taking over the system in its muddled condition if it grew much bigger.

China Electric.

Mr. Miller of the China Electric Co., would say nothing as to his Company's plans, nor would Mr. Rhame, Mr. Miller insisted on the costliness of special intercommunicating instruments for work between exchanges, and with regard to Exchange said that it was in the wrong position and, therefore, expensive to operate.

DEATH OF SIR CHARLES MONRO.

LATE GOVERNOR OF GIBRALTAR.

[BRITISH WIRELESS SERVICE.]

RUGBY, Dec. 8.

General Sir Charles Monro, who retired recently from the post of Governor and Commander-in-Chief of Gibraltar died yesterday at the age of 60.

He saw service as Commander-in-Chief at the Dardanelles in 1915 and also as Commander-in-Chief in India from 1916 to 1920. He had also held commands in Ireland, on the North West Frontier, and in South Africa.

IMPASSE IN AUSTRIA.

REFORM BILL TROUBLES.

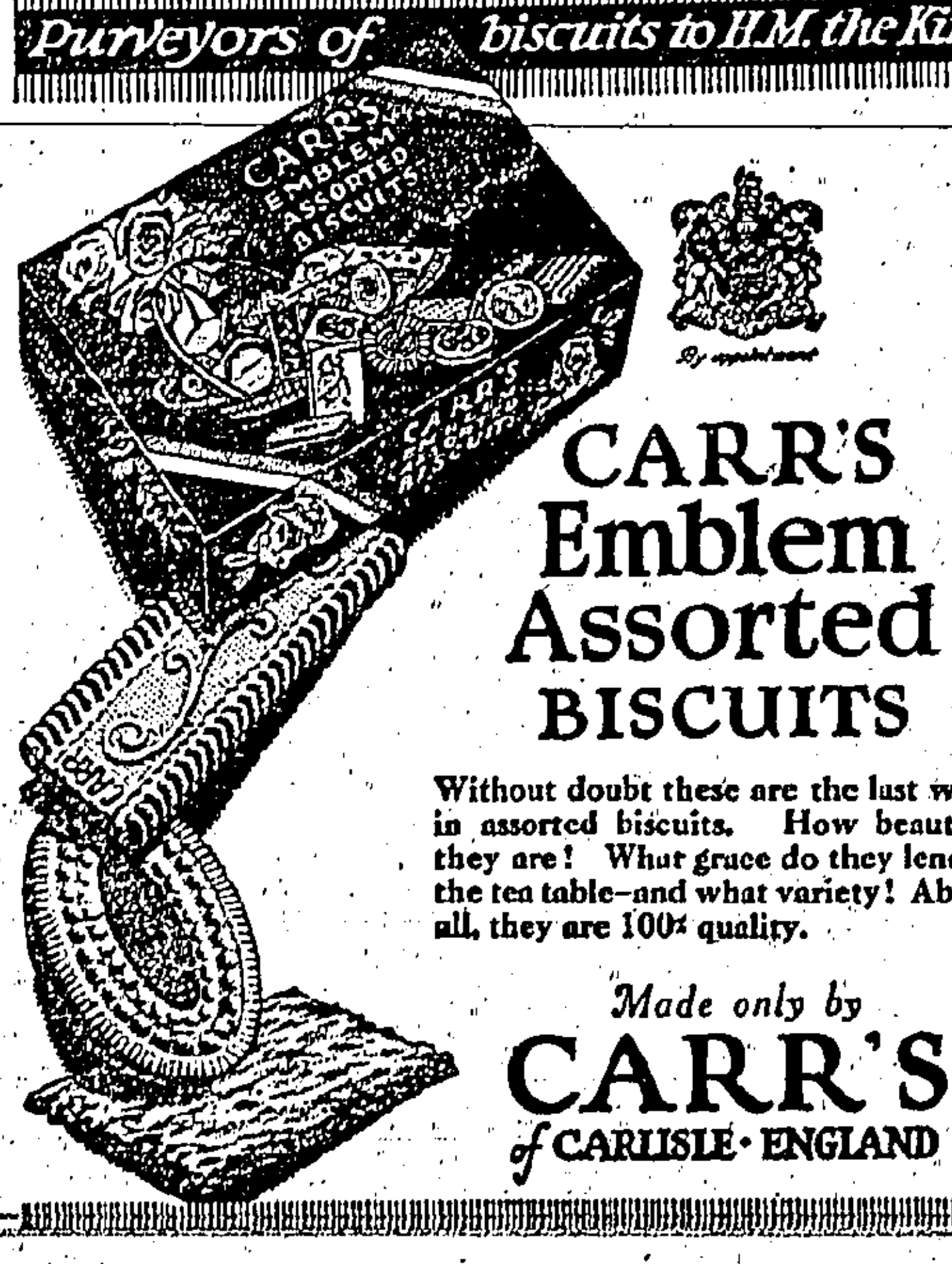
[THROUGH REUTER'S AGENCY.]

VIENNA, Dec. 8.

When the Constitutional Reform Bill came up for its third reading in the National Council, no compromise was reached regarding its provisions and the Government could not, therefore, secure the necessary two-thirds majority. The Bill was temporarily dropped.

It is expected that the Federal Council will approve the Bill on Tuesday.

Purveyors of biscuits to H.M. the King



CARR'S Emblem Assorted BISCUITS

Without doubt these are the last word in assorted biscuits. How beautiful they are! What grace do they lend to the tea table—and what variety! Above all, they are 100% quality.

Made only by
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Sports News

CRICKET NOTES.

POLICE MAKE GOOD SHOW.

[By "L.B.W."]

The Police Recreation Club beat the Royal Artillery rather convincingly when they met at Happy Valley on Saturday, and as I said in my notes last week, the "bobbies" are not such an easy proposition as some people seem to imagine. In reply to the Gunners' effort of 128 runs, they collected 157 for 9 wickets—quite a useful score for afternoon cricket.

Leach had made 50 for the soldiers when B. G. Baker got past his defence, but the rest of the side did not do too well against some good bowling on the part of the police trundlers. Leach's knock, I understand, was a fast one, and as far as I can remember he is the "do or die" type. Once he is allowed to get going, there is no knowing when he will stop.

Hunter started well for the Police, his 40 practically paving the way to victory for the P.R.C. Sparrow made 34 runs, and I hear that he is a quite "handy" man with the bat.

At Pokfulam the I.R.C. Juniors were the guests of the "Varsity" Seconds, and were fortunate in coming away with one point. The Sookunpoo lads batted first, but a hot set in from the very first over, and they lost their first four wickets for 32 runs. Arrelli played a useful knock for his 16, but out, and Ackler was doing very well when he was ruled out by his own umpire off a very doubtful catch.

At the beginning of their innings the underdogs did none too well, and incidentally their first four wickets also fell for 32 runs. Candah was lucky to get 29, but Tan played correct cricket for his 47. Adams' knock for 31 (not out) was a very lucky one; in fact, the fielding of both teams left much to be desired. This was rather surprising, as these two teams have always had the reputation of being very fine fielding sides.

The H.K.O.C. ran up a huge total against the Recreation and to be perfectly candid, I was somewhat surprised that the Portuguese lads did not put up a better show. As usual, H. M. Xavier and H. A. Alves got most of the runs, and Carvalho, quite in keeping with his position as captain of the side, also ran into double figures.

Direct came off with both bat and ball, but it was left to Dowler to make the highest score of the match. His 53 was, I understand, the result of a "classy" innings. Supporters of the Kowloon Juniors must have been rather disappointed that they could not manage more than a draw with Craignower Cricket Club.

Leonard and Way started well for the Valley team, but with the exception of C. E. Wong the rest of the team failed. It was mainly due to a fine piece of bowling by G. Lee that the C.C.C. were all dismissed for 128 runs. Lee's six "scrapers" cost him exactly a similar number of runs apiece, and the only other wicket fell to Overy, the remaining three being run out. Consistent batting on the part of all the Kowloon batsmen saw them at 92 for 6 wickets, and I imagine they might have tried to force the game more. The official time for drawing stumps in December is 5.45 p.m., but even before that it usually gets too dark for real cricket.

There are only two matches on the cards for next Saturday. I.R.C. Juniors entertain the K.C.C. Seconds, and with the advantage of playing at home confidence prevails in the Sookunpoo camp for a victory. When these teams met in a friendly earlier in the season, the match resulted in a draw slightly in favour of the Indians, but all I shall say now is that a close and keen game should be seen. R.A.S.C. are an unknown quantity, but I imagine they ought to hold their own against the Craignower Juniors.

H.K. AREA FOOTBALL LEAGUE.

CHARITY MATCH.

The Annual Charity Match, The Army v. Royal Navy, will be played at Sookunpoo on Thursday, December 19, kick-off at 4 p.m. By kind permission of the Commander-in-Chief, China Squadron, the masses of "His Majesty's" ships, Kent, Berwick, and Hermes will play from 3 p.m.

Army Team.

Goal: Gunner Fletcher, Royal Artillery; Right back: Gunner Reeves, K.O.S.B.; Right

YACHTING.

R.H.K.Y.C. BEAT NAVY.

The Club beat the Navy yesterday by 144 points to 130. In the morning the Club got a useful lead of 72 points to 63, and in the afternoon the scores were exactly similar, the boats having been exchanged.

Rolla won both races, being sailed by Mr. P. Lanfesty in the morning and Major Miles, R.M., in the afternoon.

MORNING RACE.

Royal Navy.

Diana, Lieut. Percot (2)	13
Dorothea, Lieut. Bethell (3)	14
Haleyon, Pay-Comdr. Lambert (9)	8
Wings, Lt. Comdr. Ewart (11)	6
Boojum, Lt. Comdr. De Salis (5)	12
Adanac, Lieut. Buckley (12)	5
Zephyr, Lieut. Hankey (13)	4
Gael, Sub-Lieut. Stigoe (16)	1
Total	63

R.H.K.Y.C.

Rolla, Mr. P. Lanfesty (1)	17
Colleen, Mr. H. Dreyer (4)	13
Daphne, Mr. G. Gandy (8)	9
Why Wonder, Mr. S. Odland (10)	7
Bluenose, Mr. H. S. Rouse (7)	10
Speedwell, Capt. Wernick (6)	11
Sirius, Dr. M. Nicolson (15)	2
Windy, Mr. F. D. Tracey (14)	3
Total	72

AFTERNOON RACE.

Royal Navy.

Rolla, Major Miles, R.M. (1)	17
Colleen, Lieut. Bassett (3)	14
Daphne, Comdr. Buckland (10)	9
Why Wonder, Lt. Mackay (12)	5
Bluenose, Lt. Fenton (5)	9
Speedwell, Lt. Burges (9)	8
Sirius, Lt. Buckley (15)	2
Windy, Sub-Lt. Stigoe (14)	3
Total	63

Morning Race Total

Total	63
Grand Total	130

R.H.K.Y.C.

Diana, Mr. F. D. Tracey (4)	13
Dorothea, Mr. E. Benham (2)	14
Haleyon, Col. P. A. Cardew (7)	10
Wings, Mr. E. Lambert (6)	11
Boojum, Mr. H. S. Rouse (5)	12
Adanac, Capt. Davison (11)	6
Zephyr, Mr. R. J. Vinnal (13)	4
Gael, Mr. J. de Ville (16)	1
Total	72

Morning Race Total

Total	72
Grand Total	144

3rd LADIES CHAMPIONSHIP

In the "H" Class, Colleen was the winner and in the "I, Y and G" Class, Boojum took first place. Full results were as follows:—

Course:—1 Channel Rocks (P.).	2 Kowloon Rocks (S.).	3 Mark on Line (P.).	4 Channel Rocks (S.).
Distance: 7.4 miles.			
"H" Class.			
(Started 2.05 p.m.)			
Times.			
Finished Corrected.			
Rolla (5)	4.15.33	4.15.38	
La Linda (2)	4.14.13	4.13.38	
Diana (4)	4.16.50	4.14.22	
Colleen (1)	4.16.07	4.11.11	
Dorothea (2)	4.18.20	4.12.47	

"I," "Y" and "G" Classes.

Course:—1 Channel Rocks (P.).	2 Kowloon Rocks (S.).	3 Mark on Line (P.).	4 Channel Rocks (S.).
Distance: 7.4 miles.			
"I" Class.			
(Started 2.05 p.m.)			
Times.			
Finished Corrected.			
Daphne (3)	4.31.45	Scratch	
Haleyon (8)	4.34.14		
Why Wonder (6)	4.32.48		
Wings (2)	4.31.03		
Bluenose (5)	4.31.15		
Boojum (1)	4.30.28		
Speedwell (4)	4.31.29		
Adanac (7)	4.32.15		

half: L/Cpl. Everest, K.O.S.B.; Centre half: Corpl. West, S.L.I.; Left half: Gunner Joyce, Royal Artillery; Outside right: Corpl. Rayson, S.L.I.; Inside right: Pte. Stocks, K.O.S.B.; Centre forward: Gunner Gill, Royal Artillery; Inside left: Sergt. Bewleyhill, S.L.I.; Outside left: Pte. Butcher, S.L.I.

Reserves will be drawn from the following:—Pte. Shears, K.O.S.B.; Pte. Knapp, S.L.I.; Sergt. Skizgers, K.O.S.B.; Sergt. McGlinchey, K.O.S.B.; Sergt. Hayward, S.L.I.; L/Cpl. Davey, K.O.S.B.; Pte. Denndem, S.L.I.; Pte. Alexander, K.O.S.B. Prices of admission will be as follows:—A. Stand (covered) 50 cents; B. Stand (open) 30 cents; C. Stand (open) 20 cents.

Hong Kong at Play.

RACING, FOOTBALL AND BOXING.

[By "BROADCASTER."]

The outstanding feature of Saturday's racing was the excellent riding of Mr. G. A. Harriman, which resulted in this jockey riding his mounts to victory in both the Champion events. Mr. Harriman has met with far more success in the second half of the season than earlier in the year, which augurs well for him at the Annual Meeting, which is gradually drawing near and upon which all attention will be focussed by next month. Last year Mr. Harriman shared the "Stag" mounts with a Shanghai rider, but in view of the rapid strides he has made recently, I am confident that the demand on his services will be more keen than ever this year.

It was indeed hard on the public to make a mistake with both the favourites last Saturday, as both Christmas Chimes and Nookhail were the heaviest backed starters. Mr. Heard did all he could with his mounts, and all will agree that no one could have done better. Christmas Chimes, as was generally expected, turned the tables on One Third, and might have done much better if the pony had been in a fit condition, which obviously he was not. Nookhail was the real disappointment of Saturday, as he had previously accounted for both The Ape and King's Falloch, and was expected to do so again.

I notice honours are fairly evenly divided at the end of the racing season. Mr. Ho Kom Tong won the Derby, Mrs. Dunbar the Champions, in the extra season, "Jardines" won the Aggregate Cup, but Mr. Hinson Chan won the Autumn Champions. Mrs. Dunbar won the "Eve" stable, not to be outdone, proved conclusively that they have one of the best short distancers in their midst by showing that Boxing Eve was invincible. Two records were lowered, which is just what happened in 1928. Curiously enough, the same owners were concerned. Elliott Bay (1928) and Coos Bay (1929) lowered the mile and quarter and the record for the "two miles post" and Boxing Eve broke a record in each year during the "extra" season.

The list of successful jockeys during the second half of this year's racing is as follows:—

	1st	2nd	3rd
Mr. Harriman	7	3	7
Mr. Ross	6	3	8
Mr. Soares	5	1	2
Mr. Heard	4	14	5
Mr. Charles	4	1	1
Mr. Bulteel	3	2	1
Mr. Arnold	2	0	0
Mr. S. Y. Laing	1	2	1
Mr. Newbiggin	1	2	0
Mr. Curre	1	1	5
Mr. Loo	1	1	3
Mr. Backhouse	1	1	1
Mr. Wong	1	1	0
Mr. Botelho	1	1	0
Mr. Fischer	1	0	1
Mr. McCartney	1	0	0
Mr. Sewell	0	2	0
Mr. Frost	0	1	3
Mr. T. W. Lang	0	1	0
Mr. Clark	0	1	0
Mr. Lobel	0	0	2
Mr. Rocha	0	0	1
Mr. Lee	0	0	1

Chinese footballers and football fans had much to enthuse over last Saturday, when South China met China Athletic in the first division. The result, a draw, taken all in all was perhaps the best that could happen, though personally I think China Athletic had the best of the game throughout. The rivalry between these two Chinese teams is very strong, and each has an equally large number of followers. In view of the result of Saturday's game, and in view of the prominent position which both teams occupy in the league, the return encounter between these two sides will be worth looking forward to. There is every likelihood of these teams finishing well up in the League at the end of the season.

The two lowly-placed teams, St. Joseph's College and Club de Recreio, both managed to win last Saturday and it looks very much as if the Police will have to remain at the bottom of the League. I understand that some of the best men on the Police team are away on leave, and that their prospects are not very bright this season. They went down by three goals to the Navy last Saturday, and might have lost by a much bigger margin but for the splendid game put up by the defence. I would very much like to see the Police team in the field when they are not engaged in League games, as they can do with very much more practice, particularly among the forwards. (Continued on next Column.)

GOLF.

ROYAL HONG KONG GOLF CLUB.

CAPTAIN'S CUP—FANLING, DECEMBER 7-8.

A. D. Humphreys	84-11=73, qualifies.
Other scores:—	
T. C. Monaghan	87-10=77.
L. G. S. Dodwell	82-5=77.
J. Smith	88-10=78.
There were 31 entries.	

Optional Pool.
J. S. MacLaren 87-11=70
There were 8 entries.

LAWN TENNIS.

SHANGHAI PLAYERS LEAVE.

Mr. Gordon Lum and Mr. Canavaro, who took part in the Interport last month, were due to leave port this morning for Shanghai by the President Grant.

Mr. Khoo Hooi Hye, the Malayan Champion, arrived in the Colony by the Hakoraki-maru on Sunday. He intends staying for a month, after which he will probably go on to Manila to take part in the Championships in February next.

THE RECENT BAZAAR.

ACKNOWLEDGMENT OF GIFTS.

The Bazaar Committee of St. Vincent de Paul wish to acknowledge with grateful thanks the following donors of gifts to the bazaar:—

The Italian Convent, Fang Keong Rubber Co., Sun & Co., Wing On & Co., French Convent, Orient Tobacco Manufacturing, British American Tobacco Co., C. Chan & Co., Nanyang Bros. Tobacco Co., Kwong Sang Hong, R. Rutledge & Son, St. Francis Convent, Mrs. S. M. Lopes, Madame Leiria, Edward Dispensary, M. Y. San & Co., Lynn Bros., Blue Bird Cafe, Mrs. A. V. Barros, John D. Hutcheson & Co., Sun Co., Ltd., The Pharmacy, and Mrs. J. A. d'Almeida.

Guessing Competition.
The correct weight of the Goose was 12 lbs., 13 oz., and of the Ham 10 lbs., both weighed before Chev. J. M. Alves and Mr. Bradbury.

Gross Receipts.
The gross receipts during the whole day of the bazaar were over \$8,000, and special thanks are due to Mr. Meredith, of the Hong Kong Bank, for allowing this money to be taken into the Bank at midnight, this relieving the Committee of great responsibility.

HARBOUR MISHAP.

SAMPAN CAPSIZES AT WEST POINT.

A sampan on the way to a Jardine's steamer anchored at West Point met with an accident yesterday while rounding the stern of a large trading junk. The mass became entangled with a dinghy projecting from the side of the junk and the sampan capsized. Two men who travelled as passengers managed to clamber aboard the junk, but the owner of the sampan, his wife, and two children were thrown into the water. They were, however, all rescued by the crew of the Hong Kong Hotel launch which happened to be in the vicinity.

I was surprised to notice the Club go under to St. Joseph's, but the latter's goalkeeper struck an excellent patch on Saturday, and was too good for the Club forwards.

There was a tremendous "house" at the opening of the boxing season last Saturday, but what a disappointing show! Scores of men were being turned away from the doors long before the boxing started, and as things turned out they must feel very glad they kept their dollars in their pocket. "Standing Room Only" is a fine slogan, but unless a better show is provided than that seen last Saturday, the "S.R.O." sign will not be hung out again in Hong Kong for a long time to come. Never before have I seen so many disappointing bouts in a single evening, and never do I want to repeat that experience. I suppose it is difficult for the promoters to figure very exactly how a programme is going to work out, but when championship events are served up on the menu-card, the public expect to see a display of championship form, and that they certainly did not see last Saturday. I have seen better bouts between Boy Scouts than some of the boxing I saw last week-end. It is most unfortunate that a packed house at the very opening of the season should be sent home with the feeling that they have not had their money's worth. Let us hope that the next programme presented will be more evenly balanced, and that all competitors will go something like the distance before coming to an end.

CORRESPONDENCE.

THE RENT PROBLEM.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—The picture painted by your correspondent, a supporter of the Rent Problem Committee, depicting "crafty and relentless speculators" exacting their last pound of flesh from a old, obedient, and long-suffering tradesmen savours somewhat of the melodramatic. Enthusiasm for the cause he has espoused must have led him to see facts in the light he sees them. That the speculator in property does exist is admitted, but his power as a dictator of rent has as much reality as the Manchurian dragon. If, as is suggested, a speculator could raise rents whenever he feels inclined, the question to be answered would be—how and why has he this power? Surely any attempt at an answer would at once recall the old matter of supply and demand, which your correspondent seems so reluctant to accept.

It is also admitted that rent does constitute one of the main items of expenditure in most business concerns; but if a concern should become unprofitable because of the rent it is paying, then the advice of the average man would be—take smaller premises. Where the whole of one shop was at one time used, make a half or even one small room serve the purpose; and if even then the business should fail to pay, the wise and reasonable proprietor would most certainly conclude that it is not the problem of rent that he has to tackle.

The enjoyment of low rent is not as difficult to attain as some may imagine. Let those tradesmen suffering from abnormal trade depression and harassed by "merciless landlords" put up their shutters in disgust, and their desire for a fall in rent will be immediately realised, and the larger number of those who decide to close, the greater will be that fall; but it is doubtful whether the supporters of the Rent Problem Committee would relish a reduction on such lines, although the result of such an experiment would conclusively prove that the matter of supply and demand is more important than they choose to admit.

The piece of news regarding voluntary reduction of rents by landlords in Tokyo is interesting; but does it follow that the landlords of Hong Kong should do likewise? Supposing someone else produces a piece of news to the effect that the landlords of Timbuctoo are raising their rents for mud huts, what are the landlords of Hong Kong then expected to do?

With regard to the Rent Problem Committee, it is difficult to understand in what manner they are constructive in character. The first is a request to the Government to re-assess all property in Hong Kong. The members of that Committee are without doubt well-informed people, and must be cognisant of the fact that such a fresh re-assessment is made every year, and it is the duty of the Government Assessor and his staff to see that no evasion of rates in the manner indicated by your correspondent is possible.

The second resolution, also a request to the Government touches the matter of notice to quit. One month's notice has been held too short for most merchants to find premises and longer notice is desired. The obvious solution to this difficulty is for a tenant to make a lease with his landlord, in which case he not only gets security of tenure but has ample time if he wishes to look around for more suitable quarters.

Yours, etc.,
GORDON LUM.
Hong Kong, December 9.

Mr. G. L. Pope Tells How Cuticura Healed Eczema

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able quarters. It must be remembered that the matter of notice operates both ways and if a month's notice for a tenancy from month to month is too short, it is not easy to decide what period is fair.

Yours, etc.,
COMMON SENSE.
Hong Kong, December 9.

REGULATION TENNIS BALLS.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—I would like to reply to Messrs. Alex. Ross & Co.'s letter which appeared in the Daily Press of December 6, relating to the question of tennis balls.

As a tennis player, and a member of the Shanghai Interport Tennis team, the only point which, to my mind, should concern regulation tennis balls is that the ball must conform to the regulations laid down by the International Lawn Tennis Association. It is laid down that before a ball can be legally played with in Championship matches it must have (1) a certain size, (2) a certain weight and compression, (3) a definite quality and rebound. For example, a regulation or legal tennis ball is supposed to bound not less than 53 inches, nor more than 58 inches, when dropped from a testing height of 100" upon a concrete base (at a temperature of 68 degrees Fahrenheit).

It would surprise a great many people, tennis players and public alike, to learn that the Slazenger ball, as supplied in China, does not conform to the regulations as specified above, and having already made the test myself with balls purchased locally, I would strongly recommend those interested to test the Slazenger ball, and to test it on a Slazenger ball as my tests showed that the Slazenger ball bounced considerably over the limits laid down, whereas with the other two makes mentioned I found no such departure from the regulations.

From the tests I have made I can only assume that the Slazenger ball that is sent to China is not of the same calibre as that used at Wimbledon, and therefore it does not appear to me to be correct for Messrs. Alex. Ross to make use of the argument regarding the Wimbledon ball as being any criterion on the Slazenger balls sold locally.

Yours, etc.,
GORDON LUM.
Hong Kong, December 9.

FAULTY BRAKES.

LORRY DRIVERS HEAVILY FINED.

Before Mr. W. Schofield, at the Kowloon Magistracy yesterday, three lorry drivers were summoned by Sub-Inspector Mason for having faulty brakes on their vehicles.

The first defendant's lorry was described by Inspector Mason as a "very bad case." The foot-brake (a four-wheel brake) took 51 feet to pull up, while the hand-brake operating the rear wheels took 103 feet.

The second defendant's lorry was stated to be in very bad condition apart from the brakes. The hand-brake on the third defendant's lorry was described as useless. It took 91 feet to pull up. The foot-brake, however, was in good order.

Sub-Inspector Mason remarked to the Magistrate that all three lorries were tested the next day, and all pulled up within 20 feet.

The first defendant was fined \$25, and the second defendant \$15. The licensee of the third lorry was also summoned in company with the driver. Inspector Mason told the Magistrate that this lorry was involved in an accident with a private car recently on account of faulty brakes. The case was brought before the Magistrate, and the driver fined \$35.

In view of the previous conviction defendants were fined \$25 each.

Russian Stowaways.

Two Russians appeared before Mr. Schofield on a charge of stowing away on board the Malaya from Shanghai. The defendants told the Magistrate they were unable to find employment in Shanghai, where they had been for four months. Both men were sentenced to three weeks' hard labour.

Theft of Flowers.

A gardener's folk living at Kowloon Tong, who was charged with stealing a bunch of chrysanthemums from an adjoining garden, was fined \$25 or one month's hard labour. The defendant was arrested with the flowers in his possession, and pleaded guilty.

STEAMER ON FIRE.

SMOLDERING COAL MAKES TROUBLE.

Whilst lying at her buoy A5, at 6.30 a.m. yesterday the German steamer Lahn caught fire in No. 3 hold, used as a coal-bunker. Two fire-floats from the Central Fire Station went out to the vessel, but the fire had been extinguished by the ship's hose before it had time to become serious. The vessel later moved to the Kowloon Wharf, where she discharged a quantity of corn and grain which had been soaked by water from the hose.

It is understood the fire originally broke out just after the ship left Shanghai. It was kept under control during the voyage to Hong Kong, and on arrival the outbreak was reported to the authorities. The Fire Brigade received a summons to the ship on Sunday morning, but the Captain did not then consider it necessary to play water into the hold, fearing it would spoil the cargo.

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SHIP'S MASTER SUMMONED.

ALLEGED WRONGFUL DISMISSAL.

Before Commander G. F. Hole at the Marine Court, Charles Alexander, present master of the Indo-China s.s. Yatshing was summoned on four charges. They were (a) that he, as master of the s.s. Kwai Sang on July 24, 1929, did wilfully and wrongfully leave behind in the Colony Harold Vittol King, a seaman of the s.s. Kwai Sang before the completion of his contract; (b) that he did so without the sanction of the Harbour Master and (c) in a place other than the Mercantile Marine Office; and (d) for engaging Albert Dunn, a seaman, on the s.s. Kwai Sang on July 24, without the sanction of the Harbour Master. The Deputy Shipping Master, Mr. G. W. Coys, prosecuted, and Mr. E. Davidson appeared for the defendant. Mr. R. Sutherland, of the Indo-China S.S. Company, was present in Court. Defendant pleaded guilty to all charges.

On Authority of the Log Book.

Giving his evidence on authority of the log book of the s.s. Kwai Sang, Mr. Coys said that H. V. King was signed on the articles of the s.s. Kwai Sang, as second engineer on March 28, 1929. The articles were signed on board and should have expired on September 9, 1929, but on July 24, King was dismissed from the ship by the defendant.

Mr. Coys produced the ship's log book and read the entry written by the defendant at 10.10 a.m. on July 24 to the effect that King, on being spoken to by the defendant in the presence of the Chief Engineer and another officer, appeared to be under the influence of drink. When spoken to about it, he admitted it was true. On 11.20 a.m. the same day defendant dismissed King from the ship for insubriety. An entry was put in the articles by the defendant at the time to the effect that King had been dismissed for insubriety. This entry was not countersigned by any official of the Mercantile Marine Office. Still referring to the log book, Mr. Coys said that the s.s. Kwai Sang sailed at 1.31 p.m., and King was left behind. Witness remarked that he knew this to be so, although it was not written in the log book, because he (witness) had seen King himself.

Again according to the log book Albert Dunn was signed on by the defendant as second engineer, and the articles were signed at sea on July 24, at 4.30 p.m. No official counter-signature appeared in the log book, but the man was reported to the Consular Office on arrival at Shanghai. No report, however, was received at the Mercantile Marine Office in Hong Kong.

The Only Authority.

Mr. Davidson then cross-examined witness and asked if it would have been possible in a case like this of insubriety for King to have been signed off at the Mercantile Marine Office.

Mr. Coys: "Absolutely no. The Marine Court is the Court which can give authority to dismiss an officer during the current term of his agreement."

Mr. Davidson: And therefore he would not have been signed off even if he had been brought to the Office?

Mr. Davidson also asked witness if he knew that King had been dismissed by the master on instructions from the owners. It was not an isolated case of insubriety but one of a series. Witness replied that he had never heard of it.

Mr. Davidson: Did you know what time the ship was to sail?

No.

Mr. Davidson: I put it to you that you were aware that the ship was to have sailed at noon. Witness denied this.

Mr. Davidson also pointed out to witness that King had been discharged in the presence of the Chief Engineer and an assistant engineer and that he was signed off there and then because it was not practical to bring the man ashore to the Office.

Mr. Coys replied that the time stated in the log book was 10.10 a.m. and that there was time to have come to the Office.

Mr. Davidson: I am merely putting my case to you and I can bring evidence to prove it. Please don't argue. I put it to you that it was not practical to bring King ashore at the time. Witness replied that it was practical.

Mr. Davidson: The articles were to have closed in September? Witness: They are never closed. They are brought to the Shipping Office at the end of the agreement.

Mr. Davidson pointed out to witness that he had no desire to be taught Mercantile Shipping language at that moment.

Six Months After.

Witness was examined on what he did when he received a ship's log book and replied that he only examined it for fines. When the articles are received at the Shipping Office they are chopped with the Brand and Stamp and put away for six months in case of reference.

Mr. Davidson: They why were proceedings not taken until six months later?—Witness replied that there was no need to until a report was made of a man being a destitute.

Mr. Davidson: Do you mean to tell me that you wait for six months before taking any action?—Absolutely so.

Mr. Davidson: And you expect a man to be bothered with a petty little matter of this kind six months after. Witness did not answer.

Mr. Davidson also asked witness if he thought that if he prosecuted the master it would put matters right. He pointed out to witness that the civil proceedings was the correct action to obtain damages but he had never heard of malicious prosecution for damages.

Witness said that complainants were received from the Police that King was destitute, and that it was on their authority that the proceedings were taken.

Mr. Davidson: Do you know how long the complainant has been in Hong Kong?—About four years.

Mr. Davidson: King joined the firm in 1925 and when he signed off he was offered a passage home?—I don't know that, but I do know that he has been sailing from this port for some years.

Mr. Davidson: And you may be surprised that he elected to stay here, and that Hong Kong is, therefore, his return port?—If that is so, then this is his return port.

Mr. Davidson: And yet the Harbour Department are asking for refund?

Witness: Because the articles are still in force.

Mr. Davidson: The fault of the master, if one, is a technical one.

Witness: Yes, the first for 30 years.

A New Regulation.

Mr. Davidson then read to witness an extract from the Merchant Shipping Ordinance to the effect that the Master was entitled to sign on a substitute in certain circumstances.

Witness pointed out to Mr. Davidson that a new regulation had been issued since which made that regulation void. Under no circumstances could a substitute be signed on by the master, whether the ship was due to sail or not, without it being authorised by the Harbour Master.

Mr. Davidson: You have said that the matter was a serious one in that it occurred only once in 30 years. Then you do not prosecute until five months later to obtain repatriation until he becomes chargeable to the Colony and when the Police would want money to send him home? I put it to you that your conduct is most improper. Witness replied that he had never known King before until the complaint was received on September 9.

The Magistrate: Was the entry not noted until September 9?

Witness: No, because the articles were signed by a foreign Consular Officer, and it was not necessary to interfere with anything signed by them.

Witness went on to explain that when the articles were received

at the Shipping Office the entry in the articles were noted. He checked it up with the log book but finding the counter-signature of the Shanghai Consular Office, he passed it as being O.K.

The Magistrate remarked that in other words witness had passed the articles as correct.

Commander Hole mentioned that he would like to adjourn the case. He must look into it carefully before going on. He knew nothing about the case before he came into Court. Although he was fully conversant with the Marine Shipping Acts he was not a trained lawyer and would like to consult legal advice.

A Definite View.

Mr. R. Sutherland then addressed the Magistrate and said that speaking on behalf of the shipping community he felt that it was an important matter. Accordingly, he asked permission to speak a few words. There was always a feeling of uncertainty amongst the shipping community where the Shipping Acts of the Colony was concerned. They never knew where they were and one regulation was always over-riding or overlapping another. He wished to elucidate the point, and for that reason the proceedings were resisted.

The hearing was then adjourned until December 30 at 10 a.m.

LESSON SERMON.

FIRST CHURCH OF CHRIST, SCIENTIST HONG KONG.

"God the only cause and creator" was the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, December 8. The Golden Text was: "I will extol thee, my God, O King; and I will bless thy name for ever and ever. One generation shall praise thy works to another, and shall declare thy mighty acts" (Ps. 145: 1, 4).

Among the citations which comprised the Lesson-Sermon was the following from the Bible: "Thus saith the Lord, the Holy One of Israel, and His maker, Ask of things to come concerning my sons, and concerning the work of my hands command ye me. I have made the earth, and created man upon it: I, even my hands, have stretched out the heavens, and all their host have I commanded. . . . Look unto me, and be ye saved, all the ends of the earth: for I am God, and there is none else" (Isa. 45: 11, 12, 22).

The Lesson-Sermon also included the following passages from the Christian Science text-book, "Science and Health with Key to the Scriptures," by Mary Baker Eddy: "The divine Principle, or Spirit, comprehends and expresses all, and all must therefore be as perfect as the divine Principle is perfect. . . . Deity was satisfied with His work. How could He be otherwise, since the spiritual creation was the outgrowth, the emanation, of His infinite self-containment and immortal wisdom?" (p. 510).

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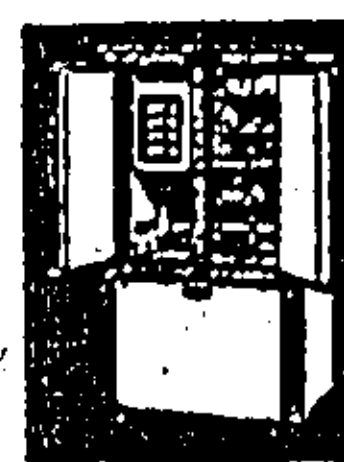
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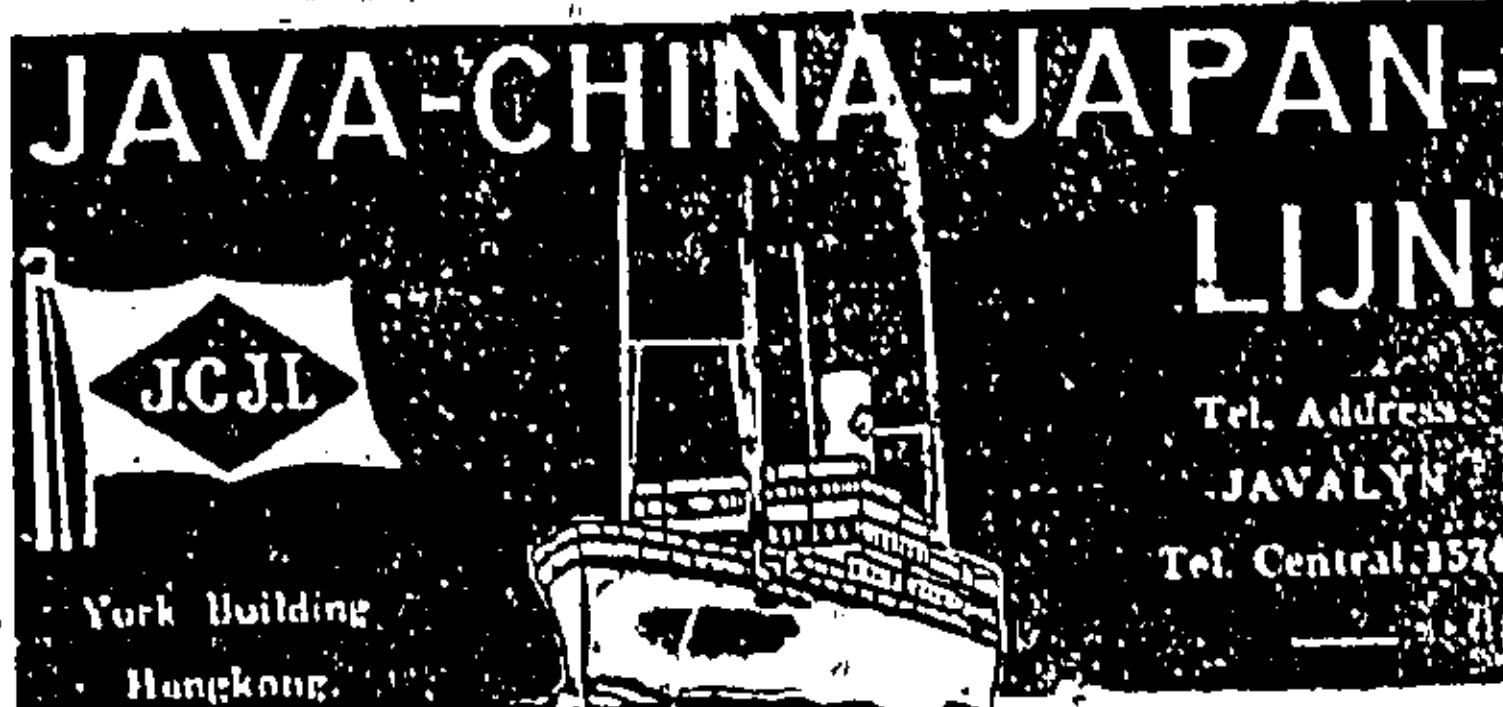
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TJISAROEK	Amoy	15th Dec.	17th Dec., Noon	MANILA, M'KAR & SOERABAYA
TJISONDARI	S'hai, & Amoy	19th Dec.	21st Dec., Noon	BATAVIA
TJILEBOET	Amoy	23rd Dec.	25th Dec., Noon	MANILA, M'KAR & SOERABAYA
TJIKEMBANG	S'hai, & Amoy	30th Dec.	1st Jan., Noon	BATAVIA

NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON	FOR
TJISONDARI	BATAVIA	7th Dec.	7th Dec.	Amoy & S'hai
TJIKEMBANG	BATAVIA	15th Dec.	15th Dec.	Amoy & S'hai
TJILEBOET	JAVA, MAKASSAR	20th Dec.	23rd Dec.	Swatow & Amoy
TJIKARANG	BATAVIA	25th Dec.	25th Dec.	Amoy & S'hai

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Money and Markets

GOSSIP FROM THE SHARE MARKET.

INQUIRIES FOR HOTELS: LULL IN EWOS.

FREE ADVICE FOR INVESTORS.

(By "KUFAN".)

Gossip often moves the market, but no investor should either buy or sell on market gossip only.

Rates were fairly well maintained during the past week, although business was to a measure fairly restricted. Towards the close a good demand set in for Hotels, and a fairly large business was done in this stock.

It has been rumoured that the Company has received a very tempting offer for one of their hotels in Shanghai, and that there is every possibility of the business transpiring. To date this is only a rumour, but apparently it is considered good enough for some of our investors, and as a result we see a corresponding rise in the price of Hotels.

Ewos have fallen a little slightly, and the outlook between now and December Settlement is certainly none too bright for holders of this stock. For those who can manage to hold on to the best course at present is to do so. It seems that once the December Settlement is straightened out, and there is a normal state of affairs in Shanghai, the price of Ewos should appreciate.

HONG KONG BANKS have been neglected, and I think shares can be obtained at \$1.325. Even this rate, I notice, does not appear to attract buyers.

CHINA UNDERWRITERS came to business at \$2, and there are further buyers in the market at this rate.

UNIONS, after being neglected for quite a time, came into their own during the past week, and a number of shares changed hands at \$3.55 to \$3.58. There are further buyers at the latter rate, but I don't think shares can be obtained at this figure, and possibly \$3.60 will have to be paid.

STEAMBOATS—There are small buyers at \$26.50.

WHARVES—There are sellers at \$14.

PROVIDENTS changed hands at \$5.30 and \$5.35, and closed with buyers at the latter rate.

HONG KONG HOTELS—Sales were reported as low as \$9.00 to \$10 at the commencement of the week, but on Friday a sudden demand set in, and a fairly large number of shares changed hands at \$10.50 to \$11.30. They closed on Friday with sellers offering shares at \$11.

HONG KONG LANDS are quiet, with buyers at \$64. Sellers are asking half a point over without getting any response from the market.

HONG KONG TRAMS have buyers at \$18.75.

STAR FERRIES are quiet at \$70.

CHINA LIGHTS improved slightly during the week, and closed with buyers offering \$16.30 for shares. Business was recorded at \$16.20 and \$16.30, but from what I can gather more shares are wanted at the latter rate, and sellers are not keen on parting with their holdings at \$16.50.

ELECTRICS—Business was done at \$65.50 to \$66, and closed with buyers offering \$65.50 and sellers holding out for \$65.75.

CEMENTS changed hands at \$12.50 to \$12.75, and further shares are wanted at the latter rate.

EWOS changed hands at Tls. 14.50 to Tls. 14.60, cash, and a fair business was done in December shares at \$14.55 to \$14.75. On Saturday they closed with sellers at \$14.90 for December, buyers only offering \$14.50.

REPLIES TO READERS.

Readers who are in any way interested in the local share market are given an opportunity in this column to obtain free advice on any question they may have in mind regarding their holdings, or to find out any stock in which they might be interested.

The writer will deal with each question in full and will give as detailed a reply as possible, but on the understanding that no responsibility is thereby admitted.

Any question relating to the Hong Kong market or on custom and practice can be dealt with. Questions relating to the Shanghai and Singapore markets will also receive attention.

Correspondents are asked to address their queries to "Kufan," care of the Editor of this paper. Name and address must be enclosed, and it is desirable that a *nomme de plume* be also given, so that the correspondent can readily pick out the answer intended for him.

Those who have written in last week will find answers to their queries below:—

WORRY—I don't think the "rumourists" are right. There is a fear that the Company may have to meet some unexpected call on their funds this year, owing to an unusual occurrence. However, I do not think the dividend will be stopped on account of this, although I would not like to say it will not be reduced. Regarding your second question, I have heard nothing regarding the likelihood of a dividend this year. The financial position is very sound indeed, and their business is growing yearly.

FOUR POINTS—The highest price touched by this stock was \$44, but that was during the speculative days before the big crash in 1923. There is little change of this stock getting anywhere near that figure now.

INTERESTED—If you are buying cash shares, you are doing right. The shares must go up within the next six months or so. The advantage of buying cash shares is simply this: that you can get out at any time you wish and realise your profit on the date of sale. For forward shares you must wait till Settlement day for the cash.

K.H.—The scheme is not yet put into operation, but in any case it will not concern you, and as a disinterested party you are perfectly at liberty to hold on to your shares unless cash or a certified cheque is produced. These are your rights, and if you have any doubt about your broker, exercise them.

INT. DIV.—Yes, it is the general practice for any company paying an interim dividend to pay a final as well, and you may confidently figure on getting one out of your holdings. I cannot say why the price of the shares have not risen, but there are several stories about, and if you ask your broker no doubt he will acquaint you with the nature of some of them.

BINGO—There has been no message received in Hong Kong to confirm your fears, and personally I do not think it likely your informant is correct. If I should hear of anything I will publish the news in these notes.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

	Receiv. Dec. 8.
Paris	123.97
New York	4.84
Brussels	34.87
Geneva	25.12
Amsterdam	12.10
Milan	93.25
Berlin	20.38
Stockholm	18.10
Copenhagen	18.19
Oslo	18.20
Vienna	34.67
Prague	16.2
Helsingfors	19.1
Madrid	34.67
Lisbon	108
Athens	37
Bucharest	87
Rio	5.25/32
Buenos Aires	46 1/10
Bombay	1/5
Shanghai	2/2
Hong Kong	1/8
Yokohama	2/6 1/16
Silver, spot & forward	22 11/16

A coloured man who was remanded at Willemsen accused of travelling on the railway from Stockport without paying his fare burst into tears and exclaimed: "This is love!" He produced the photograph of a woman, and said that he ran away from her in a fit of temper.

HONG KONG POLICE RESERVE.

(ORDERS BY HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN SUPERINTENDENT OF POLICE.)

Chinese Company.

INSPECTION PARADE.

All ranks of the Chinese Company will parade at Central Police Station on Thursday, December 12, for the monthly inspection of Equipment, etc., by the Company Commander. Fall in at 5.30 p.m. sharp. Dress, Blue Uniform, Cap with White Cover; Belt (without Frog), Truncheon, Whistle, Armband, "Pocket-Policeman," and Note-Book to be carried. Those not in possession of uniform will attend in mufti. No member may be absent from this parade without leave from the Company Commander. The Equipment Officers will make a point of being present.

Flying Squad.

Constable R. E. Campbell has been transferred from the Kowloon to the Hong Kong Section as from December 7, 1929.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, December. Fall in at the Tsim-tsu-tai Fire Brigade Station at 5.30 p.m. sharp. Dress—Winter Uniform, and Cap with White Cover.

The weekly instructional patrol of the Hong Kong Section will take place on Friday, December 13. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress—Winter Uniform and Cap with White Cover.

Sharpshooters' Company.

RIFLES.

All members who have not yet drawn their rifles should do so at the earliest moment by applying at the Police Reserve Office, on any morning this week.

(Sd.) W. KENT, A.S.P., Adjutant.

Hong Kong, December 9, 1929.

TO-DAY'S WIRELESS PROGRAMME.

"BROADCAST BY Z.B.W. ON 335 METRES.

11 to 11.30 a.m.—Commercial news, 12.30 to 1.30 p.m.—Demonstration programme.

1.45 p.m.—Weather report, 5 to 7 p.m.—Programme of Columbia gramophone records supplied by Messrs. Anderson, Ltd.

The Flying Dutchman, Overture, Part 1 and 2 (Wagner), Bruno Walter.

"The Midnight Review" (Glinka), English words: Newmarch and "Edward" (Corder & Loeve).

Norman Allin, Bass.

Faust: Air des bijoux (Jewel Song) (Gounod) and "La Danza" (Rossini), Maria Kurenko.

"Roll on, Thou deep and Dark Blue Ocean" (Dale and Petrie) and "Simon, the Cellarer" (Bellamy and Hutton), Norman Allin, with Orchestra, Bass.

Symphonic Espagnole for Violin and Orchestra" (Lalo: Opus 21), Part 1 and 2 Allegro, non troppo, part 3 Scherzando, part 4 Andante, part 5 and 6 Rondo, Leo Strockoff and Orchestra.

"Melody in F" (Rabindranath, arr. Pattman) and "Narcissus" (Nevin, arr. Pattman). Organ Solo by Pattman.

"How can I leave Thee?" (Johanna, Kinkel) and "The Vicar of Bray" (Traditional), Sheffield Orpheus Male Choir.

"Maritima—Vocal Gems: Part 1 and 2" (W. V. Wallace), Clara Serena, Francis Russell, Dennis Noble and Chorus.

"Minuet in G" (Scarperla) and "Minuet" (Bocherini, arr. Sear), St. James's String Sextet.

"The immortal Hour—The Song of Creation" and "The immortal Hour—The Luring Song" (Fiona Macleod and Rutland Boughton), William Heseltine with Orchestra.

"I will sing you songs of Gladness" (Dvorak, Op. 99, Book 1, No. 5) and "Shepherd's Cradle Song" (Sleep, Baby, Sleep) (Words from German—A. Somervell), Muriel Brunskill with Piano.

"Scherzo—Part 1 and 2" (Commette), Edouard Commette.

"Four Indian Love Lyrics" No. 1: The Temple Belle, No. 2: Less than the Dust, No. 3: Kashmiri Song and No. 4: Till I Wake, Jacques Jacobs Ensemble.

"To Anthea" (Herick—J. L. Hatton) and "To Mary" (Shelley—M. V. White), Rex Palmer with Piano, Baritone.

7.45 p.m.—Evening weather report, 9 to 10.30 p.m.—Programme of Chinese gramophone records, 11.30 p.m.—Close down.

Solicitor, solemnly, at Bow County Court: My client, the landlord, is a widow.

Judge Thompson, K.C., at Bow County Court, to a solicitor: This has resulted in a checkmate for you. The defendant: Yes, mate.

North London woman: I do not mind, my dear, how my fingers being bitten.

DAILY SHARE QUOTATIONS.

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

Buyers	Sellers	Sales	Nominal	MONDAY. DEC. 9.	Buyers	Sellers	Sales	Nominal
Banks								
...	\$1,335	...	...	H.K. Banks	...	...	...	\$1,230
...	...	...	£135	Do. (London)	...	...	...	£19
...	...	...	£10	Chartered Banks	...	...	...	£34
...	...	...	£104	Mercantile Bks. "A"	...	...	...	£15
...	...	...	£15½	Do. "C"	...	...	...	...
\$86	...	...	...	Bank of East Asia	\$85	...	...	...
Insurances								
...	...	...	\$695	Canton Ins.	...	...	...	\$700
...	\$2.20	...	...	Underwriters	\$2.05	...	...	T160
T160	...	...	...	North China	...	...	...	...
\$357	...	...	...	Union Ins.	\$355	...	...	\$60
...	...	...	M. \$350	Yangtze Ins.	...	...	...	...
\$310	...	...	...	China Fires	\$310	...	...	...
...	...	...	...	H.K. Fires	\$315	...	...	...
Shipping								
...	...	...	\$25½	Douglases	...	...	...	\$25
\$26½	...	...	...	Steamboats	\$26½	...	...	\$50
\$48	...	...	...	Indos (pref.)	...	...	...	\$50
...	...	...	...	Do. (def.)	...	...	...	100/-
...	...	...	95/-	Shell Transport	...	...	...	\$21
...	...	...	\$32	Water-boats	...	...	...	...
Mining								
\$4.70	...	...	...	Benquats	...	...	...	...
...	...	...	63/-	Kailans	...	...	...	57/6
...	...	...	T13.60	Langkats (comb.)	...	...	...	T.1
...	...	...	T1.74	Do. (single)	...	...	...	T.9
...	...	...	T1.30	Explorations	...	...	...	T.1
...	...	...	T.5	Shanghai Loans	...	...	...	T.3
...	...	...	\$12	Haubs	\$10½	...	...	...
...	...	...	21/-	Tronoh Mines	...	...	...	20/-
Docks, Wharves, Godowns, etc.								
...	...	...	\$145	H.K. & K. Wharfs	...	...	...	\$14
\$5.30	...	...	...	Providents	\$5.35	\$5.45	...	\$33
\$52½	...	...	...	H.K. Docks	...	...	...	T.85
...	...	...	T.94	Shanghai Docks	...	...	...	T.8
...	...	...	T.74	New Engineerings	...	...	...	T.7
...	...	...	T150	Hongkows	...	...	...	...
Cotton Mills								
...	...	T14½	60	Ewon	...	...	...	T.1
T.77	...	...	...	Shui. Cottons (old)	...	...	...	T.7
...	...	...	T.49½	Do. (new)	...	...	...	T.5
...	...	...	T.94	Zoong Sings	...	...	...	T8.
Lands, Hotels and Buildings								
\$10.90	11.10/11	...	...	H.K. & S. Hotels	...	...	\$11	...
\$64	\$65	...	...	H.K. Lands	\$64	...	...	...
...	...	...	T.161	Shanghai Land	...	...	...	...
\$7.30	...	...	...	H.K. Realty	88	...	...	...
\$14½	...	...	...	Humphreys	...	...	...	\$14.
...	\$98	...	...	Chinese Estates	...	...	...	...
Public Utilities								
\$18½	\$19	...	...	Tramways	\$18½	...	...	...
...	...	...	£174	Peak Trams (old)	\$11.65	...	...	...
...	...	...	\$6.05	Do. (new)	\$5½	...	...	...
...	...	...	\$69½	Star Ferries	...	...	...	\$70
\$18.40	10.40/11	...	...	C. Lights (old)	\$16.30	...	...	...
\$23	...	...	\$16.1	Do. (new)	\$16.15	...	...	...
...	...	...	...	H.K. Electric	...	...	\$65½	...
...	...	...	...	Macao do.	...	...	...	...
...	...	...	...	Sandakan Lights	...	...	...	...
\$7.80	...	...	...	Telephones	...	...	...	\$8
T.15½	...	...	...	China Buses	...	...	...	...
...	10/-	...	...	Tramcars	...	...	...	9/-
...	19/-	...	...	Do. (pref.)	...	...	...	...
Industrials								
...	...	...	T.11	Caldbeck, (ord.)	...	...	...	...
...	...	...	T.10	Macgregor (pref.)	...	...	...	...
...	...	...	\$4	Canton Ice	...	...	...	\$3
\$12.70	...	...	...	Cements (comb.)	\$12.70	...	\$12.75	...
...	...	...	\$9½	Do. (old)	...	...	...	\$9
...	...	...	83	Do. (new)	...	...	...	\$3
...	\$8	...	...	Ropes	\$7.20	\$7.50	...	...
\$0.99	...	...	...	China Sugars	...	...	...	...
...	...	...	...	Malayan Sugars	...	...	...	\$29
\$5	...	...	92	United Asbestos	...	...	...	...
Miscellaneous								
...	...	...	\$20½	Dairy Farms	\$20½	...	...	...
...	...	...	\$0.80	Der A. Wings	...	...	...	...
...	...	...	...	Amusements	\$27½	...	...	...
...	...	...	\$1.30	Constructions	...	...	...	\$1.3
...	...	...	...	Lane Crawfords	\$1.90	...	...	...
...	...	...	...	Mackintosh	84	...	...	...
...	...	...	...	Nanyang Tobacco	...	...	...	...
...	...	...	\$12	Sinceros (old)	\$10½	...	...	...
...	...	...	...	Do. (new)	89½	...	...	...
...	...	...	...	Watsons	\$11½	...	...	...
...	...	...	\$2½	Wm. Powells	...	...	...	\$½
...	...	...	60½	B. Ind. G.8 Bonds	60½	...	...	...
...	...	...	...	H.K. Govt. Loan	...	...	...	\$10
4½	prem.	...	...	...	...	...	...	...

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Van Buren, Dollar, Dec. 15.
Pres. Garfield, Dollar, Dec. 29.

AMOI.

Liangchow, B. & S., Dec. 11.
Talamha, R.I., Dec. 12.
Haining, Douglas, Dec. 13.
Anking, B. & S., Dec. 18.
Huiyang, Douglas, Dec. 17.
Tjikembang, J.C.J.L., Dec. 18.
Antung, B. & S., Dec. 23.
Tjileboet, J.C.J.L., Dec. 23.
Takada, B.I., Dec. 24.
Tjikarang, J.C.J.L., Dec. 29.
Kumsang, Jardine's, Jan. 1.

ANTWERP.

Saarland, Jelsen, Dec. 10.
Hakone Maru, N.Y.K., Dec. 14.
Beltana, P. & O., Dec. 15.
Ammon, Jelsen, Dec. 24.
Suwa Maru, N.Y.K., Dec. 28.
Danmark, Manners, Jan. 5.

AUSTRALIAN PORTS.

Change, B. & S., Dec. 17.
Tango Maru, N.Y.K., Dec. 23.
St. Albans, E. & A., Jan. 3.

BALTIC PORTS.

Danmark, Manners, Jan. 5.

BANGKOK.

Chinhua, B. & S., Dec. 12.
Kingsyuan, B. & S., Dec. 15.
Kwangchow, B. & S., Dec. 17.
Kwangchow, B. & S., Dec. 29.
Stella-Polaris, B. & N. L., Dec. 25.

BELAWAN DELI.

Ilmar, Melchers, Dec. 18.
Cremor, J.C.J.L., Dec. 19.
Isar, Melchers, Jan. 5.

BOMBAY.

Sado Maru, N.Y.K., Dec. 11.
Alipore, P. & O., Dec. 19.
Stella-Polaris, B. & N. L., Dec. 25.
Rajputana, P. & O., Jan. 4.

BOSTON.

Pres. Van Buren, Dollar, Dec. 15.
Takaka Maru, N.Y.K., Dec. 15.
Taiyang, Dodwell's, Dec. 17.
Chinese Prince, Furness, Dec. 18.
Pres. Garfield, Dollar, Dec. 29.
Malayan Prince, Furness, Jan. 1.
Larchbank, Bank, Jan. 3.

BREMEN.

Ilmar, Melchers, Dec. 18.
Koenigsberg, Melchers, Dec. 24.
Isar, Melchers, Jan. 5.

BRINDISI.

Himalaya, D'well's, Dec. 23.
Vimaline, Dodwell's, Jan. 7.

CALCUTTA.

Penang Maru, N.Y.K., Dec. 10.
Takliwa, B.I., Dec. 13.
Namsang, Jardine's, Dec. 18.
Stella-Polaris, B. & N. L., Dec. 25.
Tilawa, B.I., Jan. 1.
Talamha, B.I., Jan. 3.
Yunsang, Jardine's, Jan. 6.

CEBU.

Saarland, Jelsen, Dec. 10.
G'den Peak, S.S.S., Dec. 18.
Pennsylvania, S.S.S., Dec. 20.
Everett, S.S.S., Dec. 22.
Illinois, S.S.S., Jan. 5.

CHEFOO.

Kueichow, B. & S., Dec. 18.
Huichow, B. & S., Dec. 21.

COLOMBO.

Dakar Maru, N.Y.K., Dec. 10.
Sado Maru, N.Y.K., Dec. 11.
Saarland, Jelsen, Dec. 12.
Beltana, P. & O., Dec. 14.
Hakone Maru, N.Y.K., Dec. 14.
Pres. Van Buren, Dollar, Dec. 15.
Athos II, M.M., Dec. 17.
Ilmar, Melchers, Dec. 18.
Alipore, P. & O., Dec. 19.
Malwa, P. & O., Dec. 21.
Gleniffer, Jardine's, Dec. 24.
Koenigsberg, Melchers, Dec. 24.
Ammon, Jelsen, Dec. 28.
Khyber, P. & O., Dec. 28.
Pres. Garfield, Dollar, Dec. 29.
Himalaya, Dodwell's, Dec. 23.
D'Artagnan, M.M., Dec. 31.
Rajputana, P. & O., Jan. 4.
Isar, Melchers, Jan. 5.
Vimaline, Dodwell's, Jan. 7.

COPENHAGEN.

Danmark, Manners, Jan. 5.

DALNY.

Liangchow, B. & S., Dec. 11.
Antenor, B.F., Dec. 13.
Aller, Melchers, Dec. 23.

DUTCH PORTS.

Perseus, B.F., Dec. 10.
Saarland, Jelsen, Dec. 12.
Hakone Maru, N.Y.K., Dec. 14.
Beltana, P. & O., Dec. 15.
Ilmar, Melchers, Dec. 18.
Canton, Gilman's, Dec. 19.
Gleniffer, Jardine's, Dec. 24.
Koenigsberg, Melchers, Dec. 24.
Ammon, Jelsen, Dec. 28.
Khyber, P. & O., Dec. 28.
Suwa Maru, N.Y.K., Dec. 28.
Danmark, Manners, Jan. 5.
Isar, Melchers, Jan. 5.

FOOCHOW.

Haining, Douglas, Dec. 13.
Chipsang, Jardine's, Dec. 17.
Huiyang, Douglas, Dec. 17.
Cheongshing, Jardine's, Dec. 22.

GENOA.

Dakar Maru, N.Y.K., Dec. 10.
Saarland, Jelsen, Dec. 12.
Pres. Van Buren, Dollar, Dec. 15.
Ilmar, Melchers, Dec. 18.
Cyclops, B.F., Dec. 20.
Koenigsberg, Melchers, Dec. 24.
Ammon, Jelsen, Dec. 28.
Pres. Garfield, Dollar, Dec. 29.

GLASGOW.

Cyclops, B.F., Dec. 20.
Patroclus, B.F., Dec. 24.

GOTHENBURG.

Danmark, Manners, Jan. 3.

HAIPHONG AND HOIHOW.

Canton, M.M., Dec. 10/11.
Chinhua, B. & S., Dec. 12.
Ichang, B. & S., Dec. 10.
Chengtu, B. & S., Dec. 14.
Kwangchow, B. & S., Dec. 17.
Tonkin, M.M., Dec. 17.
Chusan, B. & S., Dec. 27.

HAMBURG.

Perseus, B.F., Dec. 10.
Saarland, Jelsen, Dec. 12.
Beltana, P. & O., Dec. 15.
Ilmar, Melchers, Dec. 18.
Canton, Gilman's, Dec. 19.
Gleniffer, Jardine's, Dec. 24.
Koenigsberg, Melchers, Dec. 24.
Ammon, Jelsen, Dec. 28.
Khyber, P. & O., Dec. 28.
Danmark, Manners, Jan. 5.
Isar, Melchers, Jan. 5.

HONOLULU.

Asama Maru, N.Y.K., Dec. 11.
Anyo Maru, N.Y.K., Dec. 22.
Tuiyo Maru, N.Y.K., Jan. 5.

ILOILO.

G'den Peak, S.S.S., Dec. 18.
Pennsylvania, S.S.S., Dec. 20.
Everett, S.S.S., Dec. 22.
Illinois, S.S.S., Jan. 5.

JAPAN PORTS.

Achilles, B.F., Dec. 10.
Pres. Grant, A.M.L., Dec. 10.
Asama Maru, N.Y.K., Dec. 11.
St. Albans, E. & A., Dec. 11.
Tsuruga Maru, N.Y.K., Dec. 11.
Talamha, B.I., Dec. 12.
Tener, B.F., Dec. 12.
Jeypore, P. & O., Dec. 13.
Bingo Maru, N.Y.K., Dec. 16.
Havelland, Jelsen, Dec. 16.
Yokohama Maru, N.Y.K., Dec. 18.
Pres. Lincoln, Dollar, Dec. 17.
Taiyang, Dodwell's, Dec. 17.
Ankers, M.M., Dec. 18.
Emp. of Asia, C.P.S., Dec. 18.
Panama, Manners, Dec. 18.
Suisang, Jardine's, Dec. 18.
Takaka Maru, N.Y.K., Dec. 20.
Khiva, P. & O., Dec. 21.
Anyo Maru, N.Y.K., Dec. 22.
Hilda, D'well's, Dec. 24.
Pres. Cleveland, Dollar, Dec. 24.
Takada, B.I., Dec. 24.
Bellerophon, B.F., Dec. 27.
Aller, Melchers, Dec. 28.
Ermland, Jelsen, Dec. 29.
Pres. Madison, A.M.L., Dec. 31.
Taliybius, B.F., Dec. 31.
Gleniffer, Jardine's, Dec. 31.
Koenigsberg, Melchers, Dec. 24.
Ammon, Jelsen, Dec. 28.
Khyber, P. & O., Dec. 28.
Pres. Garfield, Dollar, Dec. 29.
Himalaya, Dodwell's, Dec. 23.
D'Artagnan, M.M., Dec. 31.
Rajputana, P. & O., Jan. 4.
Isar, Melchers, Jan. 5.
Vimaline, Dodwell's, Jan. 7.

KANTO.

Perseus, B.F., Dec. 10.
Saarland, Jelsen, Dec. 12.
Beltana, P. & O., Dec. 15.
Ilmar, Melchers, Dec. 18.
Canton, Gilman's, Dec. 19.
Gleniffer, Jardine's, Dec. 24.
Koenigsberg, Melchers, Dec. 24.
Ammon, Jelsen, Dec. 28.
Khyber, P. & O., Dec. 28.
Suwa Maru, N.Y.K., Dec. 28.
Danmark, Manners, Jan. 5.
Isar, Melchers, Jan. 5.

Kobe.

Perseus, B.F., Dec. 10.
Saarland, Jelsen, Dec. 12.
Beltana, P. & O., Dec. 15.
Ilmar, Melchers, Dec. 18.
Canton, Gilman's, Dec. 19.
Gleniffer, Jardine's, Dec. 24.
Koenigsberg, Melchers, Dec. 24.
Ammon, Jelsen, Dec. 28.
Khyber, P. & O., Dec. 28.
Suwa Maru, N.Y.K., Dec. 28.
Danmark, Manners, Jan. 5.
Isar, Melchers, Jan. 5.

Kobe.

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Koenigsberg, Melchers, Dec. 24.
Ammon, Jelsen, Dec. 28.
Khyber, P. & O., Dec. 28.
Suwa Maru, N.Y.K., Dec. 28.
Danmark, Manners, Jan. 5.
Isar, Melchers, Jan. 5.

Kobe.

Perseus, B.F., Dec. 10.
Saarland, Jelsen, Dec. 12.
Beltana, P. & O., Dec. 15.
Ilmar, Melchers, Dec. 18.
Canton, Gilman's, Dec. 19.
Gleniffer, Jardine's, Dec. 24.
Koenigsberg, Melchers, Dec. 24.
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Gleniffer, Jardine's, Dec. 24.
Koenigsberg, Melchers, Dec. 24.
Ammon, Jelsen, Dec. 28.
Khyber, P. & O., Dec. 28.
Suwa Maru, N.Y.K., Dec. 28.
Danmark, Manners, Jan. 5.
Isar, Melchers, Jan. 5.

MARSEILLES.

Dakar Maru, N.Y.K., Dec. 10.
Perseus, B.F., Dec. 10.
Hakone Maru, N.Y.K., Dec. 14.
Pres. Van Buren, Dollar, Dec. 15.
Athos II, M.M., Dec. 17.
Beltana, P. & O., Dec. 18.
Malwa, P. & O., Dec. 21.
Koenigsberg, Melchers, Dec. 24.
Patroclus, B.F., Dec. 24.
Khyber, P. & O., Dec. 28.
Suwa Maru, N.Y.K., Dec. 28.
Pres. Garfield, Dollar, Dec. 29.
D'Artagnan, M.M., Dec. 31.
Rajputana, P. & O., Jan. 4.
Isar, Melchers, Jan. 5.

NAPLES.

Hakone Maru, N.Y.K., Dec. 14.
Pres. Van Buren, Dollar, Dec. 15.
Stella-Polaris, B. & N. L., Dec. 25.
Suwa Maru, N.Y.K., Dec. 28.
Pres. Garfield, Dollar, Dec. 29.

NEW YORK, BOSTON, etc.

Pres. Van Buren, Dollar, Dec. 15.
Takaka Maru, N.Y.K., Dec. 15.
Taiyang, Dodwell's, Dec. 17.
Chinese Prince, Furness, Dec. 18.
Pres. Garfield, Dollar, Dec. 29.
Malayan Prince, Furness, Jan. 1.
Larchbank, Bank, Jan. 3.

NORTH CHINA.

Havelland, Jelsen, Dec. 16.
Panama, Manners, Dec. 18.
Saarbruecken, Melchers, Dec. 21/22.
Aller, Melchers, Dec. 28.
Java, Manners, Jan. 9.

OSLO.

Canton, Gilman's, Dec. 19.
Danmark, Manners, Jan. 5.

PANAMA.

Takaka Maru, N.Y.K., Dec. 15.
Anyo Maru, N.Y.K., Dec. 22.

PENANG.

Penang Maru, N.Y.K., Dec. 10.
Perseus, B.F., Dec. 10.
Sado Maru, N.Y.K., Dec. 11.
Takliwa, B.I., Dec. 13.
Beltana, P. & O., Dec. 14.
Hakone Maru, N.Y.K., Dec. 14.
Pres. Van Buren, Dollar, Dec. 15.
Namsang, Jardine's, Dec. 18.
Alipore, P. & O., Dec. 19.
Cremor, J.C.J.L., Dec. 19.
Malwa, P. & O., Dec. 21.
Koenigsberg, Melchers, Dec. 24.
Khyber, P. & O., Dec. 28.
Pres. Garfield, Dollar, Dec. 29.
Tilawa, B.I., Jan. 1.
Talamha, B.I., Jan. 3.
Rajputana, P. & O., Jan. 4.
Yunsang, Jardine's, Jan. 6.

PORTLAND.

Nevada, S.S.S., Dec. 21.

RABAU.

Bremerhaven, Melchers, Dec. 23.

RANGOON.

Takliwa, B.I., Dec. 13.
Stella-Polaris, B. & N. L., Dec. 25.

SAIGON.

Athos II, M.M., Dec. 17.
D'Artagnan, M.M., Dec. 31.
Stella-Polaris, B. & N. L., Dec. 25.

SANDAKAN.

Mausang, Jardine's, Dec. 27.
St. Albans, E. & A., Jan. 3.
Hinsang, Jardine's, Jan. 4.

SAN FRANCISCO.

Asama Maru, N.Y.K., Dec. 11.
Bellingham, S.S.S., Dec. 14.
Pres. Lincoln, Dollar, Dec. 17.
Taiyang, Dodwell's, Dec. 17.
Takaka Maru, N.Y.K., Dec. 20.
Nevada, S.S.S., Dec. 21.
Pres. Madison, A.M.L., Dec. 31.
Tuiyo Maru, N.Y.K., Jan. 5.

SCANDINAVIAN PORTS.

Canton, Gilman's, Dec. 19.
Danmark, Manners, Jan. 5.

SEATTLE.

Pres. Grant, A.M.L., Dec. 10.
Bellingham, S.S.S., Dec. 14.
Teuer, B.F., Dec. 14.
Yokohama Maru, N.Y.K., Dec. 18.
Pres. Cleveland, Dollar, Dec. 24.

SHANGHAI.

Achilles, B.F., Dec. 10.
Chusan, B. & S., Dec. 10.
Pres. Grant, A.M.L., Dec. 10.
Asama Maru, N.Y.K., Dec. 11.
Liangchow, B. & S., Dec. 11.
Taming, B. & S., Dec. 11.
Tsuruga Maru, N.Y.K., Dec. 11.
Chekiang, B. & S., Dec. 12.
Kwangshing, Jardine's, Dec. 12.
Manchang, B. & S., Dec. 12.
Taiyuan, B. & S., Dec. 12.
Antenor, B.F., Dec. 13.
Jeypore, P. & O., Dec. 13.
Chakshang, Jardine's, Dec. 15.
Soochow, B. & S., Dec. 15.
Bingo Maru, N.Y.K., Dec. 16.
Havelland, Jelsen, Dec. 16.
Yokohama Maru, N.Y.K., Dec. 18.
Pres. Lincoln, Dollar, Dec. 17.
Taiyang, Dodwell's, Dec. 17.
Angers, M.M., Dec. 18.
Emp. of Asia, C.P.S., Dec. 18.
Kwaisang, Jardine's, Dec

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI	"CHUSAN"	On 10th Dec.	Daylight
HAIPHONG	"ICHANG"	On 10th Dec.	10 a.m.
SWATOW & SHANGHAI	"TAMING"	On 11th Dec.	Daylight
AMOI, SHANGHAI & DALNY	"LIANGCHOW"	On 11th Dec.	3 p.m.
SWATOW & SHANGHAI	"CHEKANG"	On 12th Dec.	Daylight
NINGBO & SHANGHAI	"NANCHANG"	On 12th Dec.	Daylight
HONGKONG & SHANGHAI	"CHIN HUA"	On 12th Dec.	11 a.m.
SHANGHAI	"TAIYUAN"	On 12th Dec.	3 p.m.
HONGKONG, FAKHOI & HAIPHONG	"CHENGTO"	On 14th Dec.	10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 15th Dec.	Daylight
SWATOW & SHANGHAI	"ANKING"	On 16th Dec.	8 a.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 16th Dec.	11 a.m.
HONGKONG, FAKHOI & HAIPHONG	"KWANGCHOW"	On 17th Dec.	11 a.m.
WAIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 18th Dec.	10 a.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 22nd Dec.	8 a.m.
SWATOW & SHANGHAI	"KUNGHOW"	On 22nd Dec.	11 a.m.
HONGKONG, FAKHOI & HAIPHONG	"CHUSAN"	On 27th Dec.	10 a.m.
WAIHAIWEI, CHEFOO & TIENTSIN	"HUGHOW"	On 31st Dec.	10 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

These New Vessels maintain a Regular Service from

HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Days from Hong Kong	Days to Sail
CHANGTE	10th December	17th December
TAIPING	14th January, 1930	14th January, 1930
CHANGTE	11th February	18th February
TAIPING	11th March	18th March

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.

TELEPHONE: CENTRAL 36.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "DANMARK"

on or about

5th JANUARY

PORT SAID, DUNKIRK, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Panama"	18th Dec.	20th Jan.
M.S. "Java"	9th Jan.	22nd Feb.

Optional Bills of Lading issued to United Kingdom Ports. For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

MERCANTILE BANK BUILDING.

Telephone C. 4071. Agents.

PRINCE LINE

AUGMENTED SERVICE
SAILINGS EVERY 14 DAYS

TO

BOSTON

AND

NEW YORK

"CHINESE PRINCE" ... Dec. 18th

"MALAYAN PRINCE" ... Jan. 1st

"ROYAL PRINCE" ... Jan. 16th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Freight, Passage Rates and Full Particulars, Apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furprince. King's Building.



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

To Yokohama via Shanghai and Kobe.

ATHOS II	17th Dec.	ANGERS	18th Dec.
D'ARTAGNAN	31st Dec.	SPHINX	1st Jan.
ANGERS	14th Jan.	G. METZINGER	15th Jan.
SPHINX	28th Jan.	ANDRE LEBON	29th Jan.
G. METZINGER	11th Feb.	PORTHOS	12th Feb.
ANDRE LEBON	25th Feb.	CHEVONCEAUX	26th Feb.
PORTHOS	11th Mar.	ATHOS II	12th Mar.
CHEVONCEAUX	25th Mar.	D'ARTAGNAN	26th Mar.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to—

Messageries Maritimes.

Telephone: C. 651 and 740. Queen's Building.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	DECEMBER 8, 1929.										DECEMBER 9, 1929.									
	BAROMETER AT SEA LEVEL					THERMOMETER					BAROMETER AT SEA LEVEL					THERMOMETER				
	Inches	Milli.	Temp.	Humidity	Wind	Inches	Milli.	Temp.	Humidity	Wind	Inches	Milli.	Temp.	Humidity	Wind	Inches	Milli.	Temp.	Humidity	Wind
Wladivostok	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Nomuro	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Hokodate	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Tokio	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Kochi	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Nagasaki	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Kagoshima	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Oshima	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Naha	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Ishigakijima	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Bonin Island	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Chefoo	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Shanghai	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Gutzlaff	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Sharp Peak	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Amoy	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Swatow	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Taihu	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Taipei	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Tainan	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Koshun	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Pescadore	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Hong Kong	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Gap Rock	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Macao	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Hoihow	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Pratas Island	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Phulien	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Tourane	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Cape St. James	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Basco	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Apapri	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Tuguegarao	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Vigan	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Manila	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Legaspi	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Calbayog	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Tacloban	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Iloilo	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Cebu	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Surigao	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Saipan	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Guam	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Yap	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Pelew	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Ponape	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE
Labuan	30.36	771.1	23	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE	30.45	773.8	10	...	NNE

December 8d. 18h. 00m.—Warning to Hong Kong Coast Ports, &c.—Typhoon of unknown intensity within 120 miles of Lat. 10° N. Long. 114° E., moving W.

December 9d. 10h. 20m.—Warning to Hong Kong Coast Ports, &c.—Typhoon of unknown intensity within 120 miles of Lat. 10° N. Long. 112° E., moving W.

December 9d. 10h. 26m.—The anticyclone remains central



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NEXT SAILINGS

To MANILA	To THE PACIFIC COAST
E/ASIA 5 P.M. Dec. 12th	E/ASIA NOON Dec. 18th
E/CANADA 5 P.M. Dec. 28th	E/CANADA NOON Jan. 15th

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ASAMA MARU	Wednesday, 11th Dec. at 6 a.m.	
TAIYO MARU	Wednesday, 5th Jan.	
SEATTLE, VICTORIA via Shanghai & Japan Ports.		
YOKOHAMA MARU	Monday, 16th Dec.	
MISHIMA MARU	Tuesday, 14th Jan.	
LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.		
DAKAR MARU	Saturday, 14th Dec.	
SUWA MARU	Saturday, 29th Dec.	
SYDNEY & MELBOURNE via Manila & Ports.		
TANGO MARU	Wednesday, 25th Dec.	
AKI MARU	Wednesday, 22nd Jan.	
BOMBAY via Singapore, Penang & Colombo.		
SADO MARU	Wednesday, 11th Dec.	
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.		
ANYO MARU	Sunday, 22nd Dec.	
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.		
KAMAKURA MARU	Thursday, 2nd Jan.	
NEW YORK, BOSTON via PANAMA.		
TAKAOKA MARU	Sunday, 15th Dec.	
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.		
DAKAR MARU	Tuesday, 10th Dec.	
OALOUTTA via Singapore, Penang & Rangoon.	Tuesday, 10th Dec.	
PENANG MARU	Tuesday, 10th Dec.	
SHANGHAI, KOBE & YOKOHAMA.		
TSURUGA MARU	Wednesday, 11th Dec.	
BINNO MARU (Moji direct)	Monday, 16th Dec.	
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Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 8,000 TONS;
THROUGH CARGO 10,400 TONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessels arriving in Hong Kong were as follows:—

City of	Cargo for H.K.	Through Ports.
Kutsang, Dally	6,340	
Taming, Osaka	1,010	
Haiching, Canton	1,000	
Foochow, 330		7,340
Dutch Oudekerk, Amsterdam	280	6,000
Norwegian Promise, Haiphong	500	
Prosper, Saigon	1,910	
	2,710	
Japanese Menado Maru, Haiphong	1,370	
Ryujin Maru, Keelung	570	950
	2,240	630
Chinese Shun Shih, Saigon	1,500	
	1,500	
Total	8,040	10,400

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	4	2
Dutch	1	2
Norwegian	2	2
Japanese	3	2
Chinese	2	2
American	0	1
Total	14	11

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Haiching (British) Foochow, Swatow	260
Prosper (Norwegian) Saigon	392
Menado Maru (Japanese) Haiphong, Hoihow	65
Shun Lee (Chinese) Canton	58
Total	773

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin:—Tanner, Cornwall, Petersfield, Thracian, Sepoy.	
West Wall:—Kent.	
In Dock:—Marazion, Magnolia, Seaweed.	
Whampoa:—Cornwall, No. 4 Buoy—Herald.	
No. 5 Buoy—Hermes.	
No. 7 Buoy—Irequois.	
No. 11 Buoy—Sirdar, Seraph.	
No. 12 Buoy—Sterling.	
Foreign Men-of-War:—Chinese gunboat Ming Sung, Italian cruiser Libia.	

ARRIVALS.

December 8.

Chinhua, British str., 1,353 tons, Capt. A. F. Summerfield, from Amoy, buoy No. B12.—D. & S.	
City of Shanghai, British str., 3,748 tons, Capt. H. Lloyd, from Shanghai, buoy No. A2.—Bank Line.	
Haiching, British str., 1,367 tons, Capt. O. H. Farrar, from Swatow, Kowloon Wharf.—Douglas & Co.	
Hakozaki Maru, Japanese str., 6,310 tons, Capt. T. Sekine, from London via Singapore, Kowloon Wharf.—N.Y.K.	
Malaya, Danish str., 5,512 tons, Capt. N. P. Kruse, from Shanghai, buoy No. A1.—John Manners & Co.	
Prosper, Norwegian str., 1,376 tons, Capt. E. D. Knutsen, from Saigon, buoy No. C39.—K. Larsen & Co.	
Ryujin Maru, Japanese str., 901 tons, Capt. I. Yamashita, from Keelung, buoy No. C49.—Y.K.K.	
Shun Chih, Chinese str., 1,231 tons, Capt. H. A. Johnson, from Saigon, buoy No. C35.—Chang Tong Ha.	

December 9.

Borneo Maru, Japanese str., 5,802 tons, Capt. K. Fukue, from Singapore, Kowloon Wharf.—O.S.K.	
Canton, French str., 976 tons, Capt. F. Morvan, from Haiphong, buoy No. C43.—M. M. & Co.	
Chusan, British str., 1,335 tons, Capt. R. Kettlewell, from Canton, buoy No. C15.—B. & S.	
J.C.C.L.	
Ekstrand, Norwegian str., 1,243 tons, Capt. H. C. Erickson, from Samarinda, Yaumati.—J.C.C.L.	
Hermid, Norwegian str., 840 tons, Capt. C. Anderson, from Haiphong, Stonecutters.—Thoresen & Co.	
Hirundo, Norwegian str., 1,135 tons, Capt. John A. Pedersen, from Swatow, buoy No. C40.—Thoresen & Co.	
Kinsen Maru, Japanese str., 2,933 tons, Capt. S. Amatsu, from Sasa, buoy No. A26.—Y.K.K.	
Kronviken, Norwegian str., 1,519 tons, Capt. T. Kvamme, from Tsingtau, buoy No. C42.—Ching Kee & Co.	
Nanchang, British str., 1,448 tons, Capt. G. A. Evans, from Swatow, buoy No. C15.—B. & S.	
Oudekerk, Dutch str., 7,533 tons, Capt. J. N. Walelaar, from Manila, buoy No. A50.—J.C.C.L.	
Penang Maru, Japanese str., 2,220 tons, Capt. H. Sawamura, from Moji, Kowloon Wharf.—N.Y.K.	
Pres. Grant, American str., 14,119 tons, Capt. M. Jensen, from Manila, Kowloon Wharf.—Dollar Line.	
Promise, Norwegian str., 726 tons, Capt. L. Houedek, from Haiphong, buoy No. C41.—K. Larsen & Co.	
Roko Maru, Japanese str., 2,012 tons, Capt. H. Go, from Canton, buoy B21.—M.B.K.	
Shun Lee, Chinese str., 919 tons, Capt. B. Miyakawa, from Canton, buoy B36.—Yee Tai Hong.	
Sinkiang, British str., 1,616 tons, Capt. J. Tinson, from Canton, Taikoo Dock.—B. & S.	
Taming, British str., 1,356 tons, Capt. J. Maley, from Canton, buoy No. B30.—B. & S.	
Tijbadak, Dutch str., 4,501 tons, from Amoy, buoy No. A10.—J.C.C.L.	
Wing Wo, Portuguese str., 495 tons, Capt. I. d. de Lemos, from Macao, Saikong Wharf.—Chip Yick S.S. Co.	

CLEARANCES

December 9.

Borneo Maru, for Dairen.	
Chang Kiang, for Haiphong.	
Chinhua, for Canton.	
Chusen, for Swatow.	
City of Shanghai, for Singapore.	
Ekstrand, for Canton.	
Hakozaki Maru, for Shanghai.	
Hermid, for Whampoa.	
Hong Hwa, for Amoy.	
Hydranga, for Swatow.	
Ichang, for Haiphong.	
Malaya, for Singapore.	
Nanchang, for Canton.	
Oudekerk, for Shanghai.	
Paul Doumer, for Haiphong.	
President Grant, for Shanghai.	
Ryujin Maru, for Canton.	
Shun Lee, for Weihaiwei.	
Tjisaraea, for Swatow.	
Yuan Lee, for Swatow.	

PASSENGERS.

The following passengers arrived here by the s.s. President Grant, from Manila:—For Hong Kong: M. A. Abotez, Major D. E. Campbell, Mr. Samuel N. Castle, Mr. Bruce Cooper, Mr. John Coulthart, Mr. Sidney Dunn, Mr. Elgie Estrella, Mr. Russell O. Gillard, F. W. Gilkins, Mr. Isao Hashimoto, Mrs. Emilia Hees, Mr. and Mrs. Jan Kim Tian, Mr. George A. Keller, Mrs. Lee Yin, Master Ong Sian, Mr. and Mrs. Robert E. Lewis, Mr. and Mrs. Rene A. May, Mr. R. E. Manders, Mrs. E. G. Miller, Mr. and Mrs. Hugo Miller, Mrs. Ruth P. Moreau, Master Peter Moreau, Mr. and Mrs. R. H. Moore, Mr. S. Nakamura, Miss Marcelina Peralta, Mr. and Mrs. E. W. Peters, Mr. and Mrs. Gregorio P. Reyes, Mr. Emil M. Schloesser, Mr. and Mrs. B. D. Stevens, Mrs. Marjorie Stokes, Dr. and Mrs. J. George Taylor, Mr. M. Yoshimura, Mr. Ian Kwong, Mrs. Yee Ting, Master Isidro Y. Kwong. For Shanghai: Mr. and Mrs. Walter Christie, Mr. and Mrs. George J. McCarthy, For Kobe: Mr. Ichiro Ariga, Mr. Y. Wakisaka, For Seattle: Mr. Jose de Castillo, Mr. Jose Fernandez, Dr. and Mrs. Silverio F. Garcia, Hon. Pedro Gil, Mr. Marcel P. Lichauco, and Hon. Manuel Roxas.

SHIPS IN HARBOUR.

The following ships were in harbour yesterday:—

Wharves:—Kowloon: Asama Maru, Kutsang, Borneo Maru, President Grant; A.P.C.—North Point: Bithina; Socony—Laichok: Standard Arrow; O.S.K.: Dell Maru, Menado Maru.

Docks:—Kowloon: Hang Sang, Chuk Sang, Thalang, Venezia, Kolambagan, Argonauta; Taikoo: Ichang, Kwangchow, Seang Bee, Cernopolita; Yokohama Maru.

Buoys:—A1: Malaya, A2: City of Shanghai, A3: Teucer, A4: Ceylon, A5: Lahn, A6: Telemachus, A10: Tijbadak, B12: Chinhua, B13: Kiangsu, C14: Chusan, C15: Nanchang, B20: Taming, B21: Roko Maru, B23: Chiang Kiang, A24: Artagosan Maru, A25: Hong Hwa, A26: Kinsen Maru, A27: Tjisondari, A30: Oudekerk, B34: Yuan Lee, C35: Shun Chih, B36: Shun Lee, C37: Ichang, B39: Sinkiang, C39: Prosper, C41: Promise, C42: Tsang Woo, C49: Ryujin Maru, A52: Pearlstar.

WITHIN CALL.

The following ships were expected to be in wireless communication with Hong Kong yesterday:—Bintang, Borneo, Kinsen Maru, Roko Maru, Nanchang, Sinkiang, Tijbadak, Homean Maru, Frey, and Changte.

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Steamship	Tons	From Hongkong (about)	Destination
"BELTANA"	—	18th Dec.	Mars, L'con, Hull, H'bg, R'dm. & Straits, Colombo & B'bay. [A'warp, Marseilles and London.]
"ALIPORE"	5,373	19th Dec.	Mars, L'con, Hull, H'bg, R'dm. & [A'warp, Marseilles and London.]
"MALWA"	10,980	21st Dec.	Mars, L'con, Hull, H'bg, R'dm. & [A'warp, Marseilles and London.]
"KHYBER"	9,114	28th Dec.	Mars, L'con, Hull, H'bg, R'dm. & [A'warp, Marseilles and London.]
"RAJPUTANA"	16,568	4th Jan.	B'bay, Mars, L'con, Hull, H'bg, R'dm. & [A'warp, Marseilles and London.]
"LAHORE"	8,304	11th Jan. (Mars)	L'con, Hull, H'bg, R'dm. & A'warp, Mars, London, R'dm. & A'warp, Straits, Colombo & Bombay.
"KHYBER"	9,114	18th Jan.	L'con, Hull, H'bg, R'dm. & A'warp, Mars, London, R'dm. & A'warp, Straits, Colombo & Bombay.
"MIRZAPORE"	8,715	22nd Jan.	L'con, Hull, H'bg, R'dm. & A'warp, Mars, London, R'dm. & A'warp, Straits, Colombo & Bombay.
"JEYPORE"	8,318	25th Jan. (Mars)	L'con, Hull, H'bg, R'dm. & A'warp, Mars, London, R'dm. & A'warp, Straits, Colombo & Bombay.
"MANTUA"	10,946	1st Feb.	Bombay, Marseilles and London.
"KASHMIR"	9,128	15th Feb.	Mars, L'con, Hull, H'bg, R'dm. & A'warp, Marseilles and London.
"MACEDONIA"	11,120	1st Mar.	L'con, Hull, H'bg, R'dm. & A'warp, Mars, L'con, Hull, H'bg, R'dm. & A'warp, Mars, London, R'dm. & A'warp, Bombay, Marseilles and London.
"KASHMIR"	9,128	8th Mar. (Mars)	L'con, Hull, H'bg, R'dm. & A'warp, Mars, L'con, Hull, H'bg, R'dm. & A'warp, Mars, London, R'dm. & A'warp, Bombay, Marseilles and London.
"KALYAN"	9,144	18th Mar.	Mars, L'con, Hull, H'bg, R'dm. & A'warp, Mars, L'con, Hull, H'bg, R'dm. & A'warp, Mars, London, R'dm. & A'warp, Bombay, Marseilles and London.
"RAWALPINDI"	16,619	29th Mar.	Bombay, Marseilles and London.
"MALWA"	10,980	12th Apr.	Bombay, Marseilles and London.
"RAJPUTANA"	16,568	26th Apr.	Mars, L'con, Hull, H'bg, R'dm. & A'warp, Mars, L'con, Hull, H'bg, R'dm. & A'warp, Mars, London, R'dm. & A'warp, Bombay, Marseilles and London.
"KASHGAR"	9,006	16th May	Mars, L'con, Hull, H'bg, R'dm. & A'warp, Mars, L'con, Hull, H'bg, R'dm. & A'warp, Mars, London, R'dm. & A'warp, Bombay, Marseilles and London.
"MANTUA"	10,946	24th May	L'con, Hull, H'bg, R'dm. & A'warp, Mars, L'con, Hull, H'bg, R'dm. & A'warp, Mars, London, R'dm. & A'warp, Bombay, Marseilles and London.
"KHYBER"	9,114	31st May (Mars)	L'con, Hull, H'bg, R'dm. & A'warp, Mars, L'con, Hull, H'bg, R'dm. & A'warp, Mars, London, R'dm. & A'warp, Bombay, Marseilles and London.
"KHYBER"	9,114	7th June	Marseilles and London.

* Cargo only. † Calls Casablanca.

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BRITISH INDIA-APCAR SAILINGS

"TAKLIWA"	7,836	18th Dec.	Singapore, Penang & Calcutta
"TILAWA"	10,006	1st Jan. 1930	do.
"TALAMBA"	8,018	3rd Jan.	do.
"TAKADA"	9,949	14th Jan.	do.
"TALMA"	10,000	26th Jan.	do.
"TAKLIWA"	7,836	18th Feb.	do.
"SHIRALA"	7,841	22nd Feb.	do.
"TILAWA"	10,006	3rd Mar.	do.

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EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	3rd Jan. 1930	Manila, Soudan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"NELORE"	6,423	31st Jan.	do.
"TANDA"	6,956	28th Feb.	do.

* Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hainan, Cebu, Batavia, Bagan, Tawau, Timor, Durban, or other ports en route as indicated.

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The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers from Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ST. ALBANS"	4,500	11th Dec. 6 a.m.	Moji, Kobe, Osaka & Yokohama
"TALAMBA"	8,018	12th Dec. 6 a.m.	Amoy, Moji, Kobe, Yokohama & Osaka.
"JEYPORE"	8,318	13th Dec.	S'hai, Moji, Kobe & Yokohama.
"KHYBER"	9,128	21st Dec.	Moji & Kobe.
"MIRZAPORE"	8,715	21st Dec.	Amoy, Moji, Kobe & Osaka.
"TAKADA"	9,949	24th Dec.	Amoy, Moji, Kobe & Osaka.
"MANTUA"	10,946	3rd Jan.	S'hai, Moji, Kobe & Yokohama.
"NELORE"	6,423	7th Jan.	Moji, Kobe, Osaka & Yokohama.
"TALMA"	10,000	7th Jan.	Amoy, Moji, Kobe & Osaka.
"KASHMIR"	9,128	17th Jan.	S'hai, Moji, Kobe & Yokohama.
"TAKLIWA"	7,836	18th Jan.	Amoy, Moji, Kobe & Osaka.
"KASHMIR"	9,128	17th Jan.	S'hai, Moji, Kobe & Yokohama.
"MACEDONIA"	11,120	31st Jan.	Amoy, Moji, Kobe & Osaka.
"SHIRALA"	7,841	1st Feb.	Moji, Kobe, Osaka & Yokohama.
"TANDA"	6,956	4th Feb.	Amoy, Moji, Kobe & Yokoh

